NACOmatic

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FLP

FSM

FYV

H34

H35

HBZ

HEE

HKA HOT

HRO

JBR

LIT

LLQ LRF

M18

M19

M32

M36

M70

M73

M78

M89

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99

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128

116

118 47

124

111

135

143 169

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122

179

139

197

159 26

51

24

22 OCT 2009 to 19 NOV 2009

ALTERNATE MINS



INSTRUMENT APPROACH PROCEDURE CHARTS

AIFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ADA, OK	ALTERNATE MINIMUMS	NAME BLYTHEVILLE, AF	ALTERNATE MINIMUMS			
	RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35 ther not available.	ARKANSAS INTL	ILS Rwy 18 VOR Rwy 18 VOR Rwy 36			
ALTUS, OK		NA when using Bly setting.	theville Muni altimeter			
ALTUS/QUARTZ MOUNTAIN RGNL .	RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35	BLYTHEVILLE MUN	RNAV (GPS) Rwy 18			
	VOR-A	NA when local wea				
NA when local wea		CLAREMORE, OK				
¹ NA when KLTS AT	CT closed.	CLAREMORE RGNI	RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35			
ARDMORE, OK		NA when local wea				
ARDMORE MUNI	ILS or LOC Rwy 31 ¹³ VOR-B ²	CLINTON, OK				
	00-2; Category C, 800-2; 2½. LOC, Category D,		N ILS Rwy or LOC 17R ¹ VOR Rwy 35L ²			
800-2½.	2.	NA when control to				
² Category D, 800-2 ³ NA when control to		800-234.	700-21/4. LOC, Category E,			
		² Category E, 800-2	23/4.			
BARTLESVILLE, C	NI RNAV (GPS) Rwy 17	CLINTON RGNI	RNAV (GPS) Rwy 17			
B/II(TEEGVIELE MG	RNAV (GPS) Rwy 35 VOR Rwy 17	OLIVION RONE	RNAV (GPS) Rwy 35 VOR/DME-A			
	VOR/DME Rwy 35	NA when local wea				
NA when local wear						
Category D, 800-2	1/4.	CUSHING, OK	NDD Dung 26			
BATESVILLE, AR		COSHING MON	NDB Rwy 36 RNAV (GPS) Rwy 36			
	RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 25	NA when local wea				
NA when local wea		DEQUEEN, AR J. LYNN HELMS SEVIER COUNTYRNAV (GPS) Rwy 8 NA when local weather not available.				





FLIPPIN, AR

MARION COUNTY RGNL RNAV (GPS) Rwy 41 RNAV (GPS) Rwy 22 VOR-A

NA when local weather not available. ¹Categories A, B, 900-2; Category C, 900-21/2. JONESBORO MUNI ILS or LOC Rwy 23 RNAV (GPS) Rwv 23 RNAV (GPS) Rwy 31

LAWTON, OK

LAWTON-FORT SILL

RGNL ILS or LOC Rwy 35 VOR Rwy 35

NA when control tower closed.





ALTERNATE MINS	
NAME ALTERNATE MINIMUMS LITTLE ROCK, AR ADAMS FIELD	NAME ALTERNATE MINIMUMS NORMAN, OK UNIVERSITY OF OKLAHOMA WESTHEIMERILS or LOC Rwy 17¹ NDB Rwy 3²³ NDB Rwy 35²³ RNAV (GPS) Rwy 3² RNAV (GPS) Rwy 17² ¹NA when control tower closed.
RNAV (GPS) Rwy 22L ³⁴ RNAV (GPS) Rwy 22R ³⁴ VOR-A ³ 1ILS, Category C, 700-2; Category D, 1000-3. LOC, Category D, 1000-3.	² NA when local weather not available. ³ Category D, 800-2 ¹ / ₄ . OKLAHOMA CITY, OK WILEY POSTILS Rwy 17L ¹
² ILS, Categories A,B,C, 700-2; Category D, 1000-3. LOC, Category D, 1000-3. ³ Category D, 1000-3. ⁴ NA when local weather not available.	RNAV (GPS) Rwy 17L ² ¹ NA when control tower closed. ² NA when local weather not available. WILLROGERS WORLD ILS or LOC Rwy 17L ¹
MC ALESTER, OK MC ALESTER RGNL RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 20 NA when local weather not available.	ILS or LOC Rwy 17R1 ILS Rwy 35R1 ILS or LOC/DME Rwy 35L1 RADAR-11 VOR Rwy 17L2
MONTICELLO, AR MONTICELLO MUNI/ ELLIS FIELDRNAV (GPS) Rwy 3 RNAV (GPS) Rwy 21 VOR-A NA when local weather not available.	¹ Category E, 1000-3. ² Categories A,B, 1100-2; Categories C,D,E, 1100-3. OKMULGEE,OK OKMULGEE RGNLRNAV (GPS) Rwy 18
MOUNTAIN HOME, AR OZARK RGNL ILS or LOC/DME Rwy 5 RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 23 VOR-A	NA when local weather not available. PONCA CITY, OK PONCA CITY RGNL
NA when local weather not available. MUSKOGEE, OK DAVIS FIELD	ROGERS, AR ROGERS MUNI- CARTER FIELDRNAV (GPS) Rwy 20¹ VOR Rwy 2² ¹NA when local weather not available. ²Category C, 800-2¼; Category D, 800-2½.
NA when local weather not available. ¹Category E, 1000-3. NEWPORT,AR NEWPORT MUNI	RUSSELLVILLE, AR RUSSELLVILLE RGNL RNAV (GPS) Rwy 7 Category D, 900-234. SEARCY, AR SEARCY MUNI
	INA WHEN IDUAL WEALINET HOL AVAILABLE.

SEMINOLE, OK

SEMINOLE MUNI RNAV (GPS) Rwy 16 NA when local weather not available.



09267

NAME

ALTERNATE MINS



SILOAM SPRINGS, AR	TULSA, OK
SMITH FIELD RNAV (GPS) Rwy 18	RICHARD LLOYD
RNAV (GPS) Rwy 36	JONES,JR ILS or L
VOR-A	RNAV (
NA when local weather not available.	
	NA when local weather not availab
STILLWATER, OK	¹ ILS, 700-2. ILS,LOC, NA when co
STILLWATER RGNL ILS or LOC Rwy 171	closed.
NDB Rwy 17 ²	
RNAV (GPS) Rwy 172	TULSA INTL ILS or LC
RNAV (GPS) Rwy 35 ²	ILS or LC
VOR Rwy 17 ²	ILS or LC
VOR/DME Rwy 35 ²	RNAV (GF
¹ NA when control tower closed.	RNAV (GF
² NA when local weather not available.	RNAV (G
	RNAV (GF
STUTTGART, AR	VOR or TA
STUTTGARTMUNI RNAV (GPS) Rwy 9	¹ ILS, Category D, 700-2; Category
RNAV (GPS) Rwy 18	LOC, Category E, 800-21/4.
RNAV (GPS) Rwy 27	² ILS, Category D, 700-2.
RNAV (GPS) Rwy 36	3ILS, Categories A, B, C, D, 700-2

ALTERNATE MINIMUMS

TAHLEQUAH. OK

TAHLEQUAH MUNI RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35

NA when local weather not available.

NA when local weather not available.

TEXARKANA, AR

TEXARKANA RGNL/

WEBB FIELDILS or LOC Rwy 2212

LOC BC Rwy 41 RNAV (GPS Rwy 4 RNAV (GPS Rwy 13 RNAV (GPS) Rwy 22

> RNAV (GPS) Rwy 31 VOR Rwv 13

NA when local weather not available.

¹NA when control tower closed. ²ILS,Category D, 700-2.

TUI SA OK

LOC Rwy 1L1 GPS) Rwy 1L VOR/DME-A

ble.

ontrol tower

OC Rwy 18L1 OC Rwy 18R² OC Rwy 36R³ PS) Rwy 18L4 PS) Rwy 18R4 GPS) Rwy 264 PS) Rwy 36R4 CAN Rwy 264

y E, 700-21/4.

3ILS, Categories A, B, C, D, 700-2. LOC,

Category E, NA.

4Category E, 800-21/4.

WOODWARD, OK

WEST WOODWARD RNAV (GPS) Rwy 1712 RNAV (GPS) Rwy 3512 VOR/DME-A²

¹NA when local weather not available. ²Category D, 800-21/4.

ALTUS AFB (KLTS), OK (Amdt 2, 09267 USAF)	
RADAR1 - Ctc APP CON (E) 125 1 257 725 V	

ELEV 1382

· -	··· (=, .=• =•=•	v			
		•	DH/	HAT/ HATh/	
RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
17R³⁴		AB	1740/24	361	(400-1/2)
		CDE	1740 /40	361	(400-3/4)
17L ³⁴		AB	1740 /24	358	(400-1/2)
		CDE	1740 /40	358	(400-3/4)
35R⁴		AB	1740/24	378	(400-1/2)
		CDE	1740 /40	378	(400-3/4)
35L⁵		AB	1760 /24	407	(400-1/2)
		CD	1760 /40	407	(400-3/4)
		E	1760 /50	407	(400-1)
All Rwy		Α	1780 -1	398	(400-1)
			1840-1	458	(500-1)
			1840 -1½	458	(500-11/2)
			1940 -2	558	(600-2)
		E	1980 -2	598	(600-2)
	17R ³⁴ 17L ³⁴ 35R ⁴ 35L ⁵	17R ³⁴ 17L ³⁴ 35R ⁴ 35L ⁵	17R ³⁴ AB CDE 17L ³⁴ AB CDE 35R ⁴ AB CDE 35L ⁵ AB CDE	RWY GS/TCH/RPI	RWY GS/TCH/RPI CAT MDA-VIS HAA 17R ³⁴ AB 1740/24 361 CDE 1740/40 361 17L ³⁴ AB 1740/24 358 CDE 1740/40 358 35R ⁴ AB 1740/24 378 CDE 1740/40 378 35L ⁵ AB 1760/24 407 CD 1760/40 407 E 1760/50 407 All Rwy A 1780-1 398 B 1840-1 458 C 1840-1½ 458 D 1940-2 558

¹Opr 1600-0600Z++ wkd,clsd wkend and hol. ²No-NOTAM preventive maint sked: ASR 1100-1315++ Mon-Fri. ³Stepdown fix 2 NM fr rvy thld. ⁴When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1½ miles. ⁵When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1½ miles, CAT E vis to 1½ miles. ⁶Circling not authorized W of Rwy 17R-35L.

FAYETTEVILLE, AR	Orig-A, APR 21, 1997 (FAA)
DDAKE EIELD	

ELEV 1251

RADAR- 121.0 244.57 ▼

HAT/ HAT/
DA/ HATh/ DA/ HATh/
RWY GS/TCH/RPICAT MDA-VIS HAA CEIL-VIS CATMDA-VIS HAA CEIL-VIS

	KWI G	3/ I CH/KPICA I	MDA-VIS	паа	CEIL-VIS	CA	I MDA-VIS	паа	CEIL-VIS
ASR	16	Α	2060 -1	809	(900-1)	В	2060-11/4	809	(900-11/4)
		С	2060-21/4	809	(900-21/4)	D	2060-21/2	809	(900-21/2)
					(000 1)	_	447		(000 11/)

CIRCLING

C 2060-2½ 809 (900-2½) D 2060-2½ 809 (900-2½)

CIRCLING

A 2060-1 809 (900-1) B 2060-1½ 809 (900-1½)

C 2060-2½ 809 (900-2½) D 2300-3 1049 (1100-3)

Circling NA East of runway 16-34. Inoperative table does not apply.

FORT SMITH, AR Amdt 8B, AUG 28, 2008 (FAA) **ELEV 469** FORT SMITH RGNL HAT/ HAT/ HATh/ HATh/ DA/

1140-21/4 692

1200-134 731

1200-21/4 731

CAT

CDF

ABC

DF

AB

С

D

Е

С

D

Ε

AMDT.4A. JAN 10. 2000 (FAA)

DA/

ABC 1560-3/4

1600-1

1680-2

RWY GS/TCH/RPI CAT MDA-VIS HAA

AB

D

HAT/

471

490

570

HATh/

AB

ABCDE

AB

1200-1/2

1200-1

When control tower closed ASR not authorized. Circling to Rwy 1 NA at night.

HENRY POST AAF (KFSI), OK (Fort Sill) (Amdt 12, 08297 USA)

RADAR	2 - 120.9	343.75 🔻 🛕	Y
ASR	RWY 0	SS/TCH/RPI	C.

Circling Cat E NA when R-2401B active.

RADAR - (E) 120.55 322.4 A NA

RWY

35

17

35

17

17-35

LAWTON. OK

RADAR 1 - 120.55 322.4

35

¹Cat E cir not auth W of Rwy 17-35.

LAWTON-FORT SILL RGNL

1

7

CIRCLING

PAR

ASR

CIR¹

ASR

CIRCLING

DA/ AT MDA-VISHAA CEIL-VIS CAT MDA-VISHAA CEIL-VIS 1040/24 594

D

D

D

AB

AB

AΒ

GS/TCH/RPI

3.0°/48/918

3.0°/42/809

1040/60 594 1140-1 692

731

731

 $(600-\frac{1}{2})$ $(600-1\frac{1}{4})$ (700-1) $(700-2\frac{1}{4})$

 $(800-\frac{1}{2})$

(800-1)

DH/

MDA-VIS

1388/24

1388/40

1388-3/4

1540/40

1540/50

1660-11/4

1660-11/2

1660-13/4

1680-11/2

1740-2

1780-2

 $(500-\frac{3}{4})$

(500-1)

(600-2)

1680-1

1660-1

(800-1³/₄) E

(800-21/4) E

С Ε С Е С

C

1040/50 594 (600-1)

HAT/

HAA

200

200

200

352

352

472

472

472

472

492

492

552

592

ELEV 1110

D

С

DA/

CEIL-VIS CAT MDA-VIS HAA CEIL-VIS

1560-1

HATh/

1040-11/2 594 (600-11/2) 1140-2 1140-21/2 692 (700-21/2) **1200**-1½ 731 (800-1½) 1200-2

1200-2

692 (700-2)

731 (800-2) 731 (800-2) 1200-21/2 731 (800-21/2)

CEIL-VIS

 $(200-\frac{1}{2})$

 $(200-\frac{3}{4})$

 $(200-\frac{3}{4})$

 $(400-\frac{3}{4})$

(400-1)

(500-1)

(500-11/4)

 $(600-1\frac{1}{2})$

 $(500-1\frac{3}{4})$

(500-11/2)

(500-1)

(600-2)

(600-2)

HAT/

1620-1½ 510 (600-1½)

HATh/

471 (500-1)

ELEV 1187

LAWTON, OK

Amdt. 1B, JUN 25, 2002 (FAA)

ELEV 1110

LAT/

LAWTON-FORT SILL RGNL

RADAR 2 - 120.55 322.4

					TIA II				HAI/	
				DA/	HAT	1/		DA/	HATh	1
	RWY (GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	17		AB	1620-1	510	(600-1)	CD	1620-11/2	510	(600-1½)
CIRCLIN	IG			1620-1 1680-2		(600-1) (600-2)	С	1620-11/2	510	(600-1½)

.....

LITTLE ROCK, AR

Amdt 17, JUL 2, 2009 (FAA)

ELEV 262

ADAMS FIELD

RADAR-1 - 135.4 291.775 353.6 ▼ 🛕

				DA/	HAT/ HATh	I		DA/	HAT	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	4R		ABC	720 /40	460	(500-3/4)	D	720 /50	460	(500-1)
	4L		AB	780 /40	522	$(500-\frac{3}{4})$	С	780 /50	522	(600-1)
			D	780 /60	522	(600-11/4)				
	18		AB	720-1	462	(500-1)	С	720-11/4	462	$(500-1\frac{1}{4})$
			D	720 -1½	462	(700-11/2)				
	22R		AB	740 /24	478	(500-1/2)	С	740 /40	478	$(500-\frac{3}{4})$
			D	740 /50	478	(500-1)				
	22L		AB	740 /40	480	(500-3/4)	С	740 /60	480	(500-11/4)
			D	740 -1½	480	(500-1½)				
	36		AB	780 -1	523	(600-1)	С	780-11/2	523	(600-11/2)
			D	780 -1¾	523	$(600-1\frac{3}{4})$				
CIRCLI	٧G		AB	780 -1	518	(600-1)	С	880-13/4	618	$(700-1\frac{3}{4})$
			D	1180 -3	918	(1000-3)				

For inoperative MALSR increase S-4R and S-4L Cats A/B visibility to RVR 5000. Inoperative table does not apply to S-22L Cat C. Visibility reductions for helicopters NA.

OKLAHOMA CITY, OK

Amdt. 2, FEB 9, 1989 (FAA)

ELEV 1299

WILEY POST

RADAR - 124.6 266.8 🔻

10127111	12 1.0	200.0		HAT/				HAT/	,
			DA/	HATh	I		DA/	HATI	
	RWY	GS/TCH/RPICAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	35R	AB	1840-1	541	(600-1)	С	1840-11/2	541	(600-1½)
		D	1840-13/4	541	(600-13/4)				
CIRCLIN	1G	AB	1840-1	541	(600-1)	С	1840-11/2	541	(600-1½)
		D	1880-2	581	(600-2)				

OKLAHOMA CITY, OK Amdt. 20A, OCT 30, 2002 (FAA)

ELEV 1295

ELEV 1291

WILL ROGERS WORLD

RADAR - 124.6 266.8

HAT/ HAT/ DA/ HATh/ DA/ HATh/ RWY GS/TCH/RPICAT MDA-VISHAA CEIL-VIS CAT MDA-VISHAA CEIL-VIS

ASR 35R ARC **1680**/40 386 $(400-\frac{3}{4})$ DE 1680/50 386 (400-1) 17L ABCDE 1680/60 394 $(400-1\frac{1}{4})$ 17R ABC **1680**-3/4 398 $(400-\frac{3}{4})$ DE 1680-1 398 (400-1) 351 ABCDE 1680-11/4 403 $(400-1\frac{1}{4})$ CIRCLING AB 1760-11/4 465 (500-11/4) C **1760**-1½ 465 (500-1½) 565 (600-2)Ε 945 (1000-3) D 1860-2 **2240-**3

Category D,E S-17R visibility increased 1/4 mile for inoperative MALSR. Category D.E S-35R visibility increased to RVR 6000 for inoperative ALSF.

TINKER AFB (KTIK), (Oklahoma City) OK (08157 USAF)

RADAR -	RADAR - Ctc OKLAHOMA CITY APP CON (E) 118.95 118.3 323.1 273.525 ₩										
					HAT/						
				DH/	HATh/						
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS					
ASR	35¹		Α	1940/24	649	$(700-\frac{1}{2})$					
			В	1940 /40	649	(700-3/4)					
			С	1940 /60	649	(700-11/4)					
			D	1940-11/2	649	(700-1½)					
			E	1940-13/4	649	$(700-1\frac{3}{4})$					
	17 ²		Α	2000 /40	733	(800-3/4)					
			В	2000 /50	733	(800-1)					
			С	2000-13/4	733	(800-13/4)					
			D	2000 -2	733	(800-2)					
			E	2000-21/4	733	(800-21/4)					
CIR ³	35		Α	1940 -1	649	(700-1)					
			В	1940-11/4	649	(700-11/4)					
			С	1940-13/4	649	(700-13/4)					
			D	1980-21/4	689	(700-21/4)					
			E	2040-23/4	749	(800-23/4)					
	17		Α	2000 -1	709	(800-1)					
			В	2000-11/4	709	(800-11/4)					
			С	2000 -2	709	(800-2)					
			D	2000-21/4	709	(800-21/4)					
			E	2040-23/4	749	(800-23/4)					

When ALS inop, increase Cat A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 11/4 miles, CAT C vis to 1\% miles, CAT D vis to 2 miles, CAT E vis to 2\% miles. 2When ALS inop, increase CAT A RVR to 50 and vis to 1 mile. CAT B RVR to 60 and vis to 11/4 miles. CAT C vis to 2 miles, CAT D vis to 2\% miles, and CAT E vis to 2\% miles. 3CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

TULSA. OK Amdt.17D, MAY 16, 2000 (FAA) **ELEV 677** TULSA INTL RADAR - 124.0 338.3 TF HAT/ HAT/ DA/ HATh/ DA/ HATh/ RWY GS/TCH/RPICAT MDA-VISHAA CEIL-VIS CAT MDA-VIS HAA **CEIL-VIS** ASR 409 26 AB 1060-1 (400-1)CD 1060-11/4 409 $(400-1\frac{1}{4})$ Е 1060-11/2 409 $(400-1\frac{1}{2})$ 18R ΔR 1080-1 413 (500-1)CD 1080-11/4 413 $(500-1\frac{1}{4})$ Е NA 18L AB 1080/24 439 $(500-\frac{1}{2})$ С 1080/40 439 $(500-\frac{3}{4})$ DE 1080/50 439 (500-1)8 AB 1120-1 449 (500-1)С **1120**-1¼ 449 $(500-1\frac{1}{4})$ DE **1120**-1½ 449 $(500-1\frac{1}{2})$ 36R AB **1140**/24 490 $(500-\frac{1}{2})$ С **1140**/40 490 $(500-\frac{3}{4})$

503

503

(500-1)

(600-1)

(600-1)

623 (700-2)

С

Е

CD **1180**-1½ 503

1180-1½ 503

1300-2¼ 623

 $(600-1\frac{1}{2})$

(600-11/2)

 $(700-2\frac{1}{4})$

1140/50 490

1180-1

1180-1

1300-2

NA

Category E circling not authorized south of runway 8-26.

36L

CIRCLING

DE

AB

AB

Е

D



INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in

avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSI

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME

TAKE-OFF MINIMUMS

ADA, OK

ADA MUNI (ADH)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: Rwy 13, 300-11/4 or std. w/ min. climb of 307' per NM to 1300. Rwy 17, 300-11/4 or std. w/min. climb of 326' per NM to 1300.

DEPARTURE PROCEDURE: Rwy 17, climb heading

174° to 1600 before proceeding on course. NOTE: Rwy 13, bush 316' from DER, 43' right of centerline, 9' AGL/988' MSL. Tower 5477' from DER, 872' left of centerline, 120' AGL/1117' MSL, Post 123' from DER, 73' right of centerline, 3' AGL/982' MSL. Tower 1.08 NM from DER, 9' left of centerline, 160' AGL/1160'MSL. Rwy 17, tower 1.02 NM from DER, 1411' right of centerline, 165' AGL/1165' MSL. Pole 1017' from DER, 449' left of centerline, 90' AGL/1053' MSL, Trees beginning 83' from DER, 272' left of centerline, up to 82' AGL/1041' MSL. Trees beginning 32' from DER, 100' right of centerline, up to 58' AGL/ 1037' MSL. Rwy 31, trees beginning 2179' from DER, 988' right of centerline, up to 64' AGL/1083' MSL. Obstruction light on amom 703' from DER, 548' right of centerline, 6' AGL/1042' MSL. Rwy 35, trees beginning 75' from DER, 72' left of centerline, up to 56' AGL/1065' MSL. Trees beginning 132' from DER, 261'

right of centerline, up to 51' AGL/1050' MSL.

NAME

TAKE-OFF MINIMUMS

ALTUS, OK

ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

ORIG 09267 (FAA)

NOTE: Rwy 35, terrain 51' from DER, 410' right of centerline, 1435' MSL. Trees beginning 1215' from DER, 765' left of centerline, up to 40' AGL/1470' MSL.

ALTUS AFB (KLTS)

TAKE-OFF OBSTACLES: 174° Assault Strip, Aircraft taxiing 87' from DER, 360' left of centerline, 65' AGL/ 1425' MSL, aircraft taxiing between 1038' and 2525' from DER, 717' left of centerline, 65' AGL/1425' MSL.

ALVA, OK

ALVA RGNL

DEPARTURE PROCEDURE: Rwys 8,35, climb on runway heading to 2000 before turning.

ARDMORE, OK

ARDMORE DOWNTOWN EXECUTIVE

TAKE-OFF MINIMUMS: Rwv 35, 300-1 or std. with a min. climb of 300' per NM to 1200.

DEPARTURE PROCEDURE: Rwy 17, climb on runway heading to 1500 prior to turning. Rwy 35, climb on runway heading to 1400 prior to turning.

ARDMORE MUNI

TAKE-OFF MINIMUMS: Rwv 31, 300-1 or std. with a min.

ARDMORE, OK (CON'T)

climb of 240' per NM to 900, Rwv 35, 500-1 or std, with a min, climb of 440' per NM to 900.

ARKADEI PHIA AR

DEXTER B. FLORENCE MEMORIAL FIELD

NOTES: Rwv 4, multiple towers, trees, and railroad beginning 20' from departure end of runway 282' left of centerline, up to 85' AGL/320' MSL, Multiple trees 79' from departure end of runway, 500' right of centerline, up to 54' AGL/184' MSL, Rwv 22, railroad 274' from departure end of runway, 434' right of centerline, 23' AGI /212'MSI

ASH FLAT, AR

SHARP COUNTY RGNI

NOTE: Rwv 4, numerous trees beginning 1151' from departure end of runway, 576' right of centerline, up to 100' AGL/839' MSL. Rwy 22, numerous trees beginning 548' from departure end of runway, 83' left of centerline. up to 100' AGL/759' MSL.

BARTLESVILLE, OK

BARTI ESVILLE MUNI (BVO)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: Rwv17, 200-1 or std. w/a min climb of 257' per NM to 1000, or alternatively, w/standard takeoff minimums and a normal 2001/NM climb gradient. takeoff must occur no later than 2200' prior to departure end of runway, Rwy 35, 400-234 or std. w/a min, climb of 300' per NM to 1200, or alternatively, w/standard takeoff minimums and a normal 2001/NM climb gradient takeoff must occur no later than 2000' prior to departure end of runwav.

NOTE: Rwv 17, multiple trees beginning 916' from departure end of runway, 169' right of centerline, up to 100' AGL/869' MSL. Rwv 35, tree 2216' from departure end of runway, 441' left of centerline, 52' AGL/743' MSL. Multiple trees and powerline pylons beginning 1.1 NM from departure end of runway, 180' right of centerline, up to 100' AGL/1059' MSL

BATESVILLE, AR

BATESVILLE RGNL

TAKE-OFF MINIMUMS: Rwy 7, 300-134 or std. with a min, climb of 215' per NM to 800, Rwy 25, std, with a min. climb of 230' per NM to 1500, or 900-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 25, for climb in visual conditions: cross Batesville Rgnl Airport at or above 1300

NOTE: Rwy7, tree 1.3 NM from departure end of runway, 844' right of centerline, 100' AGL/679' MSL.

RENTON AR SALINE COUNTY RGNL (SUZ)

ORIG 07354 (FAA)

NOTE: Rwv 2, road plus vehicles beginning 185' from

departure end of runway 331' left of centerline 10' AGL/ 394' MSL. Multiple trees beginning 357' from departure end of runway 354' left of centerline up to 75' AGL /474' MSI Multiple trees beginning 69' from departure end of runway, 147' right of centerline, up to 35' AGL/454' MSI Rwy 20, multiple trees 1221' from departure end of runway, 15' left of centerline, up to 59' AGL/438' MSL. Multiple trees and pole beginning 1315' from departure end of runway 10' right of centerline, up to 69' AGL /448'

BENTONVILLE. AR

BENTONVILLE MUNI/LOUISE M. THADEN FIFI D

TAKE-OFF MINIMUMS: Rwv 36, 300-21/4 or std. with a min. climb of 270' per NM to 1700.

NOTE: Rwv 36. tower 1.92NM from departure end of runway, 1607' left of centerline, 345' AGL/1595' MSL. Multiple t-line towers 2048' from departure end of runwav. 81' AGL/1356' MSL.

BLYTHEVILLE. AR

ARKANSAS INTL (BYH)

ORIG 08101 (FAA)

NOTE: Rwv 36, tree 3301' from departure end of runway. 1188' left of centerline, 88' AGL/337' MSL.

BLYTHEVILLE MUNI (HKA) ORIG 08157 (FAA)

NOTE: Rwv 18, tree 487' from departure end of runway. 345' left of centerline, 100' AGL/364' MSL, Tree 1780' from departure end of runway, 748' right of centerline. 100' AGL/364' MSL. Rwv 36, tree 2393' from departure end of runway, 825' right of centerline, 100' AGL/359' MSL.

BOISE CITY, OK

BOISE CITY (17K)

ORIG 09295 (FAA)

NOTE: Rwy 22, hangars 243' from DER, 226' right of centerline, 35' AGL/4212' MSL. Vehicle on road 566' from DER, right and left of centerline, up to 15' AGL/ 4192'MSL.

BRISTOW.OK

JONES MEMORIAL

NOTE: Rwy 17, cross departure end of runway at or above 31'AGL/882'MSL. T-L towers 6532' from departure end of runway, 686' right of centerline, 70' AGL/960'MSL.



CARLISLE. AR

9295

CARLISLE MUNI (4M3) ORIG 08157 (FAA)

NOTE: Rwv 9, trees 2966' from departure end of runway.

1135' right of centerline, 100' AGL/339' MSL, Building

82' from departure end of runway 331' left of centerline 20' AGL/264' MSL. Building 781' from departure end of

runway 565 right of centerline 30 AGL /269 MSL Rwy 18, trees 306' from departure end of runway, across

516' right of centerline, 100' AGL/344' MSL, Rwv 36.

centerline, up to 100' AGL/344' MSL, Road 674' from departure end of runway across centerline 17' AGL /262' MSL. Rwv 27, trees 2668' from departure end of runway.

road 396' from departure end of runway, across

CHANDLER.OK CHANDLER RGNL

NOTE: Rwv 35, tree 1000' from departure end of runway. on centerline, 67' AGL/1029' MSL

CLAREMORE. OK CLAREMORE RGNL (GCM)

centerline 15'AGI /259'MSI

ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: Rwv 35, 300-11/2 or std. w/min.

climb of 300' per NM to 1100.

NOTE: Rwy 17, terrain 207' from DER, 385' left of

centerline, 749' MSL, Ground 451' from DER, 505' left of centerline, 753' MSL, Terrain 208' from DER, 106' right of centerline, 739' MSL. Rwy 35, tree 6601' from DER,

1918' left of centerline, 100' AGL/949' MSL, Tree 473' from DER, 342' left of centerline, 19' AGL/719' MSL. Tree 1103' from DER, 510' right of centerline, 27' AGL/ 729' MSL, Tree 1571' from DER, 558' right of

centerline, 42' AGL/739' MSL. Tree 1149' from DER, 479' left of centerline, 38' AGL/727' MSL, Tree 1510' from DER, 242' right of centerline, 46' AGL/735' MSL.

CLARKSVILLE, AR CLARKSVILLE MUNI

TAKE-OFF MINIMUMS: Rwy 9, 400-2

DEPARTURE PROCEDURE: Rwys 9,27, climb on runway heading to 3500 prior to turning northbound.

CLINTON, AR HOLLEY MOUNTAIN AIRPARK (2A2)

ORIG 08325 (FAA)

NOTE: Rwy 5, numerous trees left and right of centerline, beginning 2' from departure end of runway, up to 100'

AGL/1399' MSL. Rwy 23, numerous trees left and right of centerline, beginning 38' from departure end of runway, up to 100' AGL/1359' MSL.

CLINTON.OK CLINTON RGNL

TAKE-OFF MINIMUMS: Rwvs 13.31. NA-obstacles.

Rwy 35, 300-1 or std. w/min. climb of 408' per NM to NOTE: Rwy 35, tower 4403' from departure end of

runway, 1625' left of centerline, 230' AGL/1780' MSL.

CLINTON, OK (CON'T) CLINTON-SHERMAN (CSM)

ORIG 08325 (FAA)

NOTE: Rwy 17L, tree 655' from departure end of runway.

317' left of centerline, 23' AGL/1932' MSL, Rwy 17R.

tree 1275' from departure end of runway 620' right of centerline. 35' AGL/1954' MSL. Rwy 35R, control tower 2797' from departure end of runway 188' right of centerline, 66' AGL/1985' MSL. Tower 2981' from

departure end of runway, 289' right of centerline, 76'

AGI /1995'MSI CONWAY, AR

DENNIS E CANTRELL FIELD (CWS) AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: Rwvs 8.26. NA at night Rwv 26, 200-1 or std. w/min, climb of 346' per NM to 600.

Rwv 36, 400-2½ or std. w/min. a minimum climb of 289

per NM to 900

DEPARTURE PROCEDURE: Rwv 36, climb heading 358° to 900 before proceeding on course.

NOTE: Rwv 8, trees, tower, poles and a building beginning 355' from departure end of runway, 10' right of

centerline, up to 100' AGL/399' MSL, Trees, buildings, poles, sign, and a vehicle on roadway beginning 65' from

departure end of runway, 18' left of centerline, up to 100' AGL/399' MSL, Rwv 18, silo 2222' from departure end of runway, 64' right of centerline, 100' AGL/413' MSL. Trees beginning 2370' from departure end of runway. 888' right of centerline, up to 100' AGL/399' MSL. Rwy 26. antenna 2003' from departure end of runway, 932'

right of centerline, 140' AGL/449' MSL. Tank 3636' from departure end of runway, 1178' left of centerline, 165' AGL/475' MSL. Terrain beginning 27' from departure end of runway, 83' right of centerline, up to 0' AGL/325' MSL. Rwv 36, tower 11088' from departure end of runway, 3152' right of centerline, 150' AGL/650' MSL. Tower 11231' from departure end of runway, 3894' right

of centerline, 186' AGL/687'. Trees beginning 2016'

to 100' AGL/409' MSL. Trees and towers beginning

4368' from departure end of runway, 964' left of

from departure end of runway, 340' right of centerline, up

centerline, up to 119' AGL/428' MSL. **CUSHING, OK**

CUSHING MUNI

TAKE-OFF MINIMUMS: Rwys 2, 8, 11, 20, 26, 29, NA.

Rwy 36, 400-2 or std. with a min, climb of 210' per NM to

DEPARTURE PROCEDURES: Rwy 36, climb via

heading 360° to 1400' before turning left. NOTE: Rwy36, tower 2.16 NM from departure end of runway, 5370' left of centerline, 250' AGL/1263' MSL.

DEQUEEN, AR

J. LYNN HELMS SEVIER COUNTY TAKE-OFF MINIMUMS: Rwy 8, 400-2 or std. with a min.

climb of 310' per NM to 800. DECATUR, AR

CRYSTAL LAKE

TAKE-OFF MINIMUMS: Rwy 13, NA-obstacles. NOTE: Rwy 31, railroad 208' from departure end of

runway, on centerline, 23' AGL/1202' MSL, multiple trees beginning 228' from departure end of runway, left of centerline up to 1231'MSL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES V

DUMAS. AR BILLY FREE MUNI

TAKE-OFF MINIMI IMS: Rwv 36 300-1

DUNCAN, OK HALLIBURTON FIELD

TAKE-OFF MINIMUMS: Rwv 35, 400-2 or std with a

min. climb of 220' per NM to 1600.

FL DORADO, AR

SOUTH ARKANSAS RGNL AT GOODWIN FIFI D

TAKE-OFF MINIMUMS: Rwvs 13.22.31.35.300-1. DEPARTURE PROCEDURE: Rwy 17, climb runway heading to 600, then climb on course.

ELRENO.OK

FL RENO RGNI (RQQ)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: Rwv 18.36, NA-Environmental. Rwv 35, 200-1 or std, w/min, climb of 300 per NM to 1700 NOTE: Rwv 17, vehicle on road 444' from departure end of runway on centerline 17' AGI /1436' MSI Rwv 35.

powerlines, 1800' from departure end of runway, on centerline, 80' AGL/1519' MSL.

ELK CITY. OK

ELK CITY RGNL BUSINESS

NOTE: Rwv 35, multiple trees beginning 43' from departure end of runway 225' left of centerline up to 100' AGL/2119' MSL. Multiple trees beginning 44' from departure end of runway, 22' right of centerline, up to 100'AGL/2119'MSL.

ENID. OK

ENID WOODRING RGNL (WDG)

AMDT 3A 09267 (FAA)

NOTE: Rwv 13, trees beginning 107' from DER, 182' right of centerline, up to 100' AGL/1269' MSL. Trees beginning 872' from DER, 308' left of centerline, up to 100' AGL/1289' MSL. Rwv 35. fence 218' from DER. 491' right of centerline, 8' AGL/1175' MSL, Vehicle on road beginning 253' from DER, 388' right of centerline, 15' AGL/1187' MSL. Train on railroad tracks beginning 369' from DER, left and right of centerline, 23' AGL/ 1190'MSL.

FAIRVIEW. OK

FAIRVIEW MUNI

TAKE-OFF MINIMUMS: Rwv 17, 400-2 or std. with a min. climb of 270' per NM to 1700.

FAYETTEVILLE. AR DRAKE FIFI D (FYV)

AMDT 5 09015 (FAA) TAKE-OFF MINIMUMS: Rwv 16, std, w/min, climb of

501' per NM to 1800 or 400-11/, w/ min_climb of 360' per NM to 1900 or 1600-21/4 for climb in visual conditions Rwv 34, 300-1 or std, w/min, climb of 648' per NM to 1700

DEPARTURE PROCEDURE: Rwv 16. climb heading 164° to 2700 before turning right, climb heading 164° to 3400 before turning left. For climb in visual conditions cross Drake Field at or above 2800 before proceeding on course, Rwv 34, climb heading 344° to 2700 before proceeding on course NOTE: Rwv 16. multiple trees, road, fence, light poles.

terrain, buildings beginning 72' from departure end of runway, 21' left of centerline, 114' AGL/1623' MSL. Multiple trees beginning 825' from departure end of runway 13' right of centerline up to 105' AGL /1438' MSL. Rwv 34, multiple trees, road, fence, light poles. terrain beginning 1' from departure end of runway, 102' left of centerline, up to 85' AGL/1343' MSL, Multiple trees, road, fence, light poles, terrain beginning 570' from departure end of runway 319' right of centerline up to 59' AGL/1540' MSL.

FAYETTEVILLE/SPRINGDALE/ROGERS,

NORTHWEST ARKANSAS RGNI

TAKE-OFF MINIMUMS: Rwy 34, 500-2 3/4 or std. with a min, climb of 227' per NM to 1900. NOTES: Rwv 16. trees 1985' from departure end of

runway, 1020' right of centerline, up to 100' AGL/1321' MSL, Rwv 34, tower 1.99 NM from departure end of runway, 1.29 NM left of centerline, 309' AGL/1729' MSL.

FLIPPIN. AR

MARION COUNTY RGNI

TAKE-OFF MINIMUMS: Rwv 4.300-1.

DEPARTURE PROCEDURE: Rwy 4, turn right, direct FLP VOR, then climb on course, Rwv 22, climb runway heading to 900, turn left, proceed direct FLP VOR, then climb on course.

FORREST CITY, AR

FORREST CITY MUNI

TAKE-OFF MINIMUMS: Rwy 36, 500-3 or std. with a min, climb of 290' per NM to 900.

9295

FORT SMITH, AR FORT SMITH RGNI

TAKE-OFF MINIMUMS: Rwv1 300-1 or std. with a min.

alternatively w/std takeoffminimums and a normal 2001/ NM climb gradient takeoff must occur no later than 1700' prior to departure end of runway Rwy 25, 300-1 or std w/a min_climb of 351' per NM to 800. 256° to 1100 before turning right.

std. w/a min. climb of 226' per NM to 700, or

DEPARTURE PROCEDURE: Rwv 1, climb heading

climb of 353' per NM to 800 Rwy 7 300-116 or std with

amin_climb of 261' per NM to 800_Rwv 19, 200-11' or

016° to 2400 before turning left, Rwy 25, climb heading

NOTE: Rwv 1. terrain 56' from departure end of runway. 218' right of centerline 0' AGL /449' MSL Terrain 159' from departure end of runway, 354' left of centerline, 0' AGL/449' MSL. Light pole 1086' from departure end of runway 287' left of centerline 36' AGL /485' MSL. Tree

1495' from departure end of runway, 364' left of centerline 60' AGL/509' MSL. Towers beginning 4315' from departure end of runway, 79' left of centerline, up to 109' AGL/619' MSL. Trees beginning 5136' from departure end of runway, 924' right of centerline, up to 100' AGL/679' MSL. Rwy 7, terrain 835' from departure end of runway 678' left of centerline 0' AGL /479' MSL Trees beginning 3910' from departure end of runway,

1032' left of centerline, up to 57' AGL/556' MSL. Trees

beginning 1.2 NM from departure end of runway, 1416' right of centerline, up to 100' AGL/699' MSL, Pole 1.2 NM from departure end of runway, 1572' right of centerline, 41'AGL/640'MSL Rwy 19, vehicle and road 200' from departure end of runway, 200' left of centerline, 15' AGL/462' MSL

Railroad, 639' from departure end of runway, 313' left of centerline, 20' AGL/449' MSL, Tank 704' from departure end of runway, 518' left of centerline, 31' AGL/480' MSL, Railroad 751' from departure end of runway, 2' right of centerline, 22' AGL/471' MSL. Trees beginning 930' from departure end of runway, 211' left of centerline, up to 48' AGL/627' MSL. Tree 941' from departure end of runway, 97' right of centerline, 25' AGL/474' MSL. Pole 1949' from departure end of runway, 439' left of

centerline, 42' AGL/501' MSL, Elevator 2106' from departure end of runway, 969' right of centerline, 86' AGL/536' MSL. Rwy 25, pole 1642' from departure end of runway, 734' right of centerline, 24' AGL/513' MSL. Trees beginning 1848' from departure end of runway, 690' right of centerline, up to 100' AGL/629' MSL. Tower 4981' from departure end of runway, 1376' left of centerline, 125' AGL/623' MSL, Tank 5628' from departure end of runway, 208' left of centerline, 101' AGL/610'MSL.

GOLDSBY.OK

DAVID JAY PERRY

NOTE: Rwy 13, trees beginning 751' from departure end of runway, 481' left of centerline, up to 50' AGL/1209'

MSL. Tree 982' from departure end of runway, 730' right of centerline, 50' AGL/1189' MSL. Terrain 101' from departure end of runway, 369' right of centerline, 1159' MSL. Rwy 31, tree 1624' from departure end of runway, 550' right of centerline, 50' AGL/1219' MSL. Rwy 35,

tree 930' from departure end of runway, 45' left of centerline, 50' AGL/1199' MSL. Road 905' from departure end of runway, 18' left of centerline, 15' AGL/ 1194'MSL

GROVE.OK GROVE MUNI (GMJ)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwv 18, 200-11/4 or std. w/min. climb of 271' per NM to 1100.

NOTE: Rwv 18, building 308' from departure end of runway, 321' left of centerline, 13' AGL/842' MSL.

Multiple buildings beginning 11' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Windsock 118' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Light 165' from

departure end of runway, 420' left of centerline, 24' AGL/ 863' MSL. Vehicle on road 598' from departure end of runway, 619' left of centerline, 15' AGL/854' MSL. Vehicle on road 590' from departure end of runway, 499' right of centerline, 15' AGL/844' MSL. Trees and poles beginning 33' from departure end of runway, 12' left of centerline, up to 100' AGL/1019' MSL, Trees and poles beginning 252' from departure end of runway, 13' right of centerline, up to 40' AGL/869' MSL, Rwy 36, rising terrain beginning 30' from departure end of runway, 277'

left of centerline, up to 826' MSL. Pole 316' from

right of centerline, up to 85' AGL/884' MSL.

departure end of runway, 521' left of centerline, 20' AGL/

859' MSL. Trees beginning 151' from departure end of

runway, 54' left of centerline, up to 100' AGL/939' MSL.

Trees beginning 109' from departure end of runway, 49'

GUTHRIE.OK

GUTHRIE-EDMOND RGNL

DEPARTURE PROCEDURE: Rwy 11, left or right climbing turn to 1600 prior to turning on course. Rwy 16, climb to 1600 prior to left turn.

GUYMON MUNI

GUYMON.OK

TAKE-OFF MINIMUMS: Rwvs 6.24, 600-2.

DEPARTURE PROCEDURE: Rwys 18,36, climb runway heading to 3700 before turning.

HARRISON, AR

BOONE COUNTY

TAKE-OFF MINIMUMS: Rwy 18, 1400-3 or std. with a min, climb of 320' per NM to 3200. DEPARTURE PROCEDURE: Rwy 18, climb via heading 182° to 2600 before turning.

HELENA/WEST HELENA. AR

THOMPSON-ROBBINS

TAKE-OFF MINIMUMS: Rwy 8, 400-2 or std. with a min. climb of 250' per NM to 700.

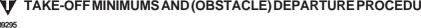
HENRYETTA.OK

HENRYETTA MUNI

TAKE-OFF MINIMUMS: Rwy 36, 500-3 or std. with a

min. climb of 270' per NM to 1500. NOTE: Rwy 36, tower 13139' from DER, 885' right of centerline, 318' AGL/1273' MSL. Tower 8882' from

DER, 6059' left of centerline, 330' AGL/1223' MSL.



HOBART RGNI (HBR)

HOBART, OK

AMDT 1 08073 (FAA)

TAKE-OFF MINIMUMS: Rwvs 3, 12, 21, 30, NA-

Environmental NOTE: Rwv 35. Terrain beginning 107 from departure

end of runway, 185' left of centerline, 0' AGL/1549' MSL. terrain beginning 109' from departure end of runway, 63' right of centerline, 0' AGL/1549' MSL.

HOT SPRINGS, AR MEMORIAL FIELD

TAKE-OFF MINIMUMS: Rwv 31 1100-3 or std with a

min, climb of 700' per NM to 1700, Rwv 5, 1100-3 or std.

with a min climb of 820' per NM to 1700 Rwv 13 300-1 or std. with a min. climb of 220' per NM to 700. DEPARTURE PROCEDURE: Rwv 5, climbing right turn via HOT R-065, continue climb to 1700 before departing on course, Rwys 13.23.31, climb on runway heading to

IDABEL.OK MC CURTAIN COUNTY RGNL

NOTE: Rwv 2, trees 1.92 NM from departure end of runway, on centerline, 100' AGL/629' MSL

1700 before departing on course.

JONESBORO, AR

JONESBORO MUNI (JBR)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: Rwy 31, NA-obstacles. NOTE: Rwv 5, multiple trees beginning 872' from

departure end of runway, 459' right of centerline, up to 55' AGL/304' MSL, trees 1226' from departure end of runway. 557' left of centerline, 64' AGL/315' MSL, Rwv 13. multiple trees and poles beginning 356' from departure

end of runway, 188' right of centerline, up to 48' AGL/304' MSL. Trees and poles beginning 694' from departure end of runway, 81' left of centerline, 45' AGL/278' MSL. Railroad 600' from departure end of runway, 9' left of

centerline, up to 19' AGL/275' MSL. Rwy 23, multiple trees beginning 2493' from departure end of runway, 282' right of centerline, up to 66' AGL/326' MSL.

ADAMS FIFI D (LIT)

AMDT 8 08269 (FAA)

climb of 391' per NM to 600, Rwy 22L, 300-134 or std. w/

TAKE-OFF MINIMUMS: Rwv 18 300-11/2 or std. w/min

min_climb of 216' per NM to 500_or alternatively_with

LITTLE ROCK, AR

w/min. climb of 329' per NM to 1100.

360° to 800 before turning left

prior to departure end of runway Rwy 22R 300-2 or std

DEPARTURE PROCEDURE: Rwy 22R, climb heading

225° to 1100 before turning right, Rwv 36, climb heading

NOTE: Rwv 4L, tree 1784' from departure end of runway.

787' right of centerline, 100' AGL/339' MSL, Rwy 4R.

tree 3337' from departure end of runway 1050' right of

1147' from departure end of runway 153' left of

centerline, 100' AGL/349' MSL, Rwv 18, trees beginning

centerline, up to 100' AGL/401' MSL, Vehicle/road 2037'

from departure end of runway, 177' left of centerline, 17'

beginning 1473' from departure end of runway, 132' right of centerline, up to 100' AGL/479' MSL, elevator 4633'

centerline, 87' AGL/402' MSL. Railroad crossing guard

from departure end of runway, 371' right of centerline. 88' AGL/399' MSL, Train 60' from departure end of

runway, 470' right of centerline, 23' AGL/282' MSL. Stack 4873' from departure end of runway, 75' right of

489' from departure end of runway, 545' right of

centerline, 26' AGL/282' MSL, Railroad 777' from

departure end of runway, 537' right of centerline, 23'

AGL/277' MSL. Rwv 22L. trees, beginning 782' from

departure end of runway, 174' left of centerline, up to 100'

AGL/419' MSL. Obstruction light poles, beginning 2130'

from departure end of runway, 754' left of centerline, up

end of runway, 820' left of centerline, 25' AGL/300' MSL.

1423' right of centerline, up to 100' AGL/499' MSL. Light

beginning 1236' from departure end of runway, 407' left

of centerline, up to 100' AGL/512' MSL. Railroad 969' from departure end of runway, 731' left of centerline, 26' AGL/285' MSL. Antenna 9769' from departure end of runway, 2625' left of centerline, 119' AGL/508' MSL. Train 441' from departure end of runway, 608' right of centerline, 23' AGL/282' MSL. Poles beginning 948' from departure end of runway, 101' right of centerline, up to 34' AGL/293' MSL. Building 1169' from departure end of runway, 420' right of centerline, 32' AGL/291' MSL. Trees beginning 1702' from departure end of runway. 356' right of centerline, up to 100' AGL/311' MSL. Railroad crossing guard 819' from departure end of runway, 216' right of centerline, 23' AGL/282' MSL. Antenna 349' from departure end of runway, 479' right of centerline, 18' AGL/267' MSL. Rwy 36, trees beginning 449' from departure end of runway, 15' left of centerline, up to 100' AGL/370' MSL. Pole 904' from departure end of runway, 386' left of centerline, 41' AGL/300' MSL. Tower 1669' from departure end of runway, 505' left of centerline, 60' AGL/313' MSL. Trees beginning 350' from departure end of runway, 408' right of centerline, up to 100' AGL/347' MSL. Pole 902' from departure end of runway, 25' right of centerline, 42' AGL/301' MSL.

to 100' AGL/364' MSL. Building 1310' from departure

Trees, beginning 4728' from departure end of runway.

982' from departure end of runway, 503' right of

centerline, 100' AGL/295' MSL, Rwy 22R, trees

AGL/313 MSL railroad 1264 from departure end of runway, 18' left of centerline, 23' AGL/285' MSL. Trees

standard takeoff minimums and a normal 200' ner NM climb gradient takeoff must occur no later than 1500'



LITTLE ROCK AFB (KLRF)

9295

DEPARTURE PROCEDURE: Rwy 25: Cross DER at least 13' AGL/299 MSL, 467' (80' AGL) trees, 6528'

from departure end of rwy, 2248' left of centerline.

TAKE-OFF OBSTACLES: Rwv 07: Multiple trees up

to 80' AGL/367' MSL, 1045' from DER, 724' right of

centerline, Multiple trees up to 80' AGL/370' MSL.

1433' from DER, 674' left of centerline, Rwv 07 (Assault Strip): Terrain 299' MSL, 26' from DER, 337' left of

centerline. Terrain 292' MSL, 32' from DER, 413' right of centerline, Multiple trees 80' AGL/384' MSL, 1882'

from DER, 536' left of centerline, Multiple trees 80' AGL/ 367' MSL, 2960' from DER, 1174' right of centerline.

Rwv 25: Multiple trees 80' AGL/364' MSL, 1006' from

DER, 722' right of centerline. Multiple trees 80' AGL/ 400' MSL, 4200' from DER, 757' left of centerline, Rwy 25 (Assault Strip): Terrain 312' MSL, 4' from DER, 372' right of centerline. Multiple trees 80' AGL/436' MSL. 1387' from DER, 840' right of centerline.

MADILL. OK

MADILI MUNI

TAKE-OFF MINIMUMS: Rwv 18, 1000-3 or std. with a min, climb of 325' per NM to 3000. DEPARTURE PROCEDURE: Rwy 36, climb runway

heading to 2600 before turning southbound, Rwv 18. plan departure to avoid 2584' tower 6 NM south of airport or maintain climb of 325' per NM to 3000.

MAGNOLIA. AR MAGNOLIA MUNI

NOTE: Rwy 18, 100' AGL tree 1950' from departure end of

runway, 350' left of centerline.

MALVERN. AR

MAI VERN MUNI

NOTE: Rwv 4. multiple trees beginning 456' from departure end of runway, 1' left of centerline, up to 100' AGL/649' MSL. Multiple trees beginning 456' from departure end of runway, 1' right of centerline, up to 100' AGL/649' MSL. Rwy 22, multiple trees and powerlines

beginning 241' from departure end of runway, 1' left of centerline, up to 75' AGL/604' MSL. Multiple trees and powerlines beginning 241' from departure end of runway, 1' right of centerline, up to 75' AGL/604' MSL.

MC ALESTER, OK MC ALESTER RGNL (MLC)

MSI

9295

ORIG-A 09183 (FAA)

TAKE-OFF MINIMUMS: Rwy 2, 300-11/2 or std. w/a min.

climb of 318' per NM to 1100. Rwy 20, 300-2 or std. w/a min. climb of 232' per NM to 1100 or alternatively, with standard takeoff minimums and a normal 2001/NM climb gradient, takeoff must occur no later than 1900' prior to

ĎER. NOTE: Rwy 2, light standard, tree and pole beginning 203' from DER, 302' right of centerline, up to 59' AGL/ 828' MSL. Pole 104' from DER, 276' left of centerline.

31' AGL/780' MSL. Tree 5344' from DER, 1912' left of centerline, 100' AGL/989' MSL. Rwy 20, multiple trees and poles beginning 715' from DER, 66' right and 97' left of centerline, up to 50' AGL/934' MSL. Radio mast

9021' from DER, 2565' right of centerline, 266' AGL/985'

Rwy 27, trees beginning 814' from departure end of runway, 317' left of centerline up to 100' AGL/399' MSL.

PETIT JEAN PARK

🔽 TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 🔽

TAKE-OFF MINIMUMS: Rwy 21, 400-2 or std. with a min, climb of 420 per NM to 1400. DEPARTURE PROCEDURE: Rwy 3, climb runway heading to 1300 before turning.

right of centerline up to 100' AGL/429' MSL.

MELBOURNE, AR

TAKE-OFF MINIMUMS: Rwv 21, 300-11/4 or std. with a

NOTE: Rwv 21, water tank 1.1 NM from departure end of runway 49' left of centerline 105' AGL /939' MSL

MENA. AR

284' per NM to 3500, or 1300-21/2 for climb in visual

conditions. Rwy 17, std. with a min. climb of 426' per NM

to 3400, or 1300-2% for climb in visual conditions, Rwy 27 std with a min_climb of 408' per NM to 3500, or

1300-21/2 for climb in visual conditions. Rwv 35. std. with

a min. climb of 293' per NM to 3400, or 1300-21/2 for

DEPARTURE PROCEDURE: Rwys 9, 17, 27, 35, for

NOTE: Rwy 27, trees 2.01 NM from departure end of

runway, on centerline, 100' AGL/1759' MSL.

MONTICELLO MUNI/ELLIS FIELD (LLQ)

climb in visual conditions: cross Mena Intermountain

TAKE-OFF MINIMUMS: Rwy 21, 200-11/4 or std. w/min.

NOTE: Rwv 3, tree 278' from departure end of runway. 544' left of centerline, 100' AGL/349' MSL, Vehicle on

road 625' from departure end of runway, 628' right of

departure end of runway, 819' left of centerline, 100'

AGL/469' MSL. Vehicle on road 1000' from departure end of runway, 676' left of centerline, 15' AGL/294' MSL. Trees beginning 435' from departure end of runway, 607'

right of centerline, up to 100' AGL/399' MSL. Powerline

5621' from departure end of runway, 994' right of

centerline, 79' AGL/458' MSL, Powerline 4504' from

departure end of runway, 1652' right of centerline, 79'

TAKE-OFF MINIMUMS: Rwy 27, Std. w/min. climb of 211' per NM to 1600 or 900-21/2 for climb in visual

DEPARTURE PROCEDURE: Rwy 27, For climb in

above 1100 MSL before proceeding on course.

visual conditions cross Morrilton Municipal Airport at or

NOTE: Rwv 9. trees beginning 321' from departure end

of runway, 511' right of centerline up to 100' AGL/419'

MSL. Trees beginning 3378' from departure end of

runway, 346' left of centerline, up to 100' AGL/449' MSL.

Trees beginning 1552' from departure end of runway, 6'

centerline, 15' AGL/264' MSL. Rwy 21, tree 3687' from

Municipal Airport at or above 2300

climb in visual conditions

MONTICELLO, AR

ORIG 08213 (FAA)

AGL/388' MSL.

MORRILTON, AR

conditions

ORIG-A 08129 (FAA)

MORRILTON MUNI (BDQ)

climb of 436' per NM to 600.

MENA INTERMOUNTAIN MUNI TAKE-OFF MINIMUMS: Rwv 9, std. with a min. climb of

min, climb of 211' per NM to 1000.

MELBOURNE MUNI-JOHN E MILLER FIELD



10205

MOUNTAIN HOME, AR OZARK RGNI

TAKE-OFF MINIMUMS: Rwv 5. 300-1 or std. with a min.

climb of 270' per NM to 1300. DEPARTURE PROCEDURE: Rwv 5 turn right Rwv

23. turn left: All aircraft proceed direct via FLP VOR/ DMF then climb on course

MOUNTAIN VIEW, AR

MOLINTAIN VIEW WILCOX MEMORIAL FIELD TAKE-OFF MINIMUMS: Rwv 9, 1000-3 or std. with a min. climb of 370' per NM to 2100 Rwy 27 1800-3 or std

with a min. climb of 350' per NM to 3100. DEPARTURE PROCEDURE: Rwv 9, climb via heading 092° to 2100 before turning, Rwy 27, climb via heading 272° to 3100 before turning.

MULDROW AHP (KHMY)

LEXINGTON, OK ORIG, 08213

TAKE-OFF OBSTACLES: Rwy 17, trees, poles, buildings and fence, up to 60' AGL/1149' MSL, 17' from DER, left and right of centerline, Rwv 35, trees, pole and NDB, up to 70' AGL/1161' MSL, 45' from DER, left and right of contarlina

MUSKOGEE.OK

DAVIS FIELD (MKO)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: Rwvs 18.36, NA-Environmental. Rwy 22, 200-1% or std w/min_climb of 436' per NM to 900. Rwv 31. 300-1½ or std. w/min.

DAVIS FIELD (MKO)(CONT'D)

climb of 217' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200 per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: Rwv 22, tree 3637' from departure end of runway. 985' right of centerline, 100' AGL/809' MSL, Rwv 31. tree 7679' from departure end of runway, 851' left of centerline, 100' AGL/819' MSL.

NEWPORT.AR

NEWPORT MUNI (M19)

ORIG 08269 (FAA)

NOTE: Rwv 22, building beginning 1947' from departure end of runway, 452' right of centerline, 60' AGL/299'

MSL. Rwy 36, trees 2163' from departure end of runway, 939' left of centerline, up to 100' AGL/339' MSL.

NORMAN, OK

UNIVERSITY OF OKLAHOMA WESTHEIMER

NOTE: Rwy 3, multiple elevators, tower, and cement hopper beginning 1452' from departure end of runway, 358' right of centerline, up to 56' AGL/1236' MSL. Rwy 21. terrain 167' from departure end of runway, 506' right of centerline, 1182' MSL. Rwy 35, multiple poles beginning 699' from departure end of runway 518' right of centerline, up to 37' AGL/1215' MSL.

NORTH LITTLE ROCK, AR NORTH LITTLE ROCK MUNI

NOTE: Pwv 5 80' AGI tree 360' from departure end of runway, 500' right of centerline, Rwy 35, 45' AGL trees. 650' from departure end of runway 300' left of centerline: 85' AGL tree 700' from departure end of runway, 600' right of centerline

OKLAHOMA CITY, OK CLARENCE E PAGE MUNI

NOTE: Rwv 17R, multiple trees beginning 43' from

departure end of runway, 331' right of centerline, 15' AGL/1348' MSL. Multiple trees beginning 260' from departure end of runway, 345' left of centerline, 37' AGL/ 1366' MSL, Rwv 35L, bush 90' from departure end of runway, 482' left of centerline, 8' AGL/1358' MSL.

SUNDANCE AIRPARK

TAKE-OFF MINIMUMS: Rwv 17 400-1

WILL ROGERS WORLD

NOTE: Rwv 35L, post 47' from departure end of runway. 495' left of centerline, 14' AGL/1287' MSL, Rwv 36. obstruction light on lighted WSK 678' from departure end of runway, 153' left of centerline, 31' AGL/1295'

WILEY POST (PWA) AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: Rwy 17L, 200-1 or std. with a min, climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: Rwv 13, climb heading 127° to 2300 before turning left. Rwvs 35L.35R, climb heading 352° to 1900 before turning right

NOTE: Rwy 13, multiple trees 2032' from departure end of runway, 405' left of centerline, 50' AGL/1359' MSL. Multiple hangars 466' from departure end of runway. 465' left of centerline, 17' AGL/1316' MSL, Multiple hangars 1348' from departure end of runway 604' right of centerline, 35' AGL/1334' MSL, Rwv 17L, multiple tanks 4592' to 6210' from departure end of runway, 1220' to 1385' left of centerline, up to 148' AGL/1478' MSL. Multiple trees 1292' to 1360' from departure end of runway, 645' to 727' right of centerline, up to 50' AGL/ 1345' MSL. Rwy 17R, windsock 326' from departure end of runway, 421' left of centerline, 20' AGL/1305' MSL. Rwy 31, road with vehicle 556' from departure end of

runway, 319' left of centerline, 15' AGL/1289' MSL. Rwy 35L, multiple trees 706' from departure end of runway. 560' left of centerline, 50' AGL/1329' MSL, Spire 2442' from departure end of runway, 900' left of centerline, 86' AGL/1366'MSL.

OKMULGEE.OK

OKMULGEE RGNL

DEPARTURE PROCEDURE: Rwy 36, climb heading 356° to 1600 before proceeding on course.

NOTE: Rwy 18, multiple trees beginning 1303' from departure end of runway, 69' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1699' from departure end of runway, 12' right of centerline, up to 100' AGL 779' MSL.

9295



end of runway 20' right of centerline OZARK, AR

NOTE: Rwv 1, 180' AGL antenna 3003' from departure

TAKE-OFF MINIMUMS: Rwv 1. 300-1.

OZARK-FRANKLIN COUNTY

OSCEOLA AR

OSCEOLA MUNI

climb of 492' per NM to 1400. Rwy 22, std. with a min.

TAKE-OFF MINIMUMS: Rwv 4 400-2 or std. with a min.

climb of 282' per NM to 1400, or 1100-21/2 for climb in

visual conditions

DEPARTURE PROCEDURE: Rwv 4, climbing right turn to 3000 via FSM R-064 to FSM VORTAC before

proceeding on course. Rwy 22, climbing right turn to 3000 via FSM R-064 to FSM VORTAC before

proceeding on course, or for climb in visual conditions cross Ozark-Franklin County Airport southwest bound at or above 1600 then climb to 3000 via FSMR-064 to FSM VORTAC before proceeding on course.

NOTE: Rwv 4, trees beginning 1906' from departure end of runway 100' left of centerline, up to 100' AGL /959' MSL. Trees beginning 3412' from departure end of runway, 6' right of centerline, up to 100' AGL/959' MSL centerline, 205' AGL/995' MSL, Rwy 22, rising terrain

Tower 1.1 NM from departure end of runway, 470' left of and trees beginning 1.6 NM from departure end of runway, 1017' right of centerline, up to 100' AGL/999' MSL. Rising terrain and trees beginning 2.7 NM from departure end of runway, on centerline, up to 100' AGL/

KIRK FIELD TAKE-OFF MINIMUMS: Rwv 4, 300-1 or std. with a min.

climb of 333' per NM to 600. Rwvs 8. 26. NAunsurveyedturfrunways. Rwy 22, 200-1. NOTE: Rwv 4. tank 5070' from departure end of runway.

883' right of centerline, 190' AGL/470' MSL, Road 1285' from departure end of runway, on centerline, 289' MSL. Sign 1506' from departure end of runway, 135' right of

centerline, 50' AGL/331' MSL. Rwy 22, sign 311' from departure end of runway, 285' right of centerline, 30' AGL/325' MSL. Road 300' from departure end of

PONCA CITY, OK PONCA CITY RGNL (PNC)

1079'MSI PARAGOULD. AR

ORIG 07354 (FAA)

runway, on centerline, 295' MSL.

NOTE: Rwv 17, multiple buildings, poles, and antenna beginning 195' from departure end of runway, 303' right

of centerline, up to 81' AGL/1071' MSL. Trees and pole 1304' from departure end of runway, from 400' left of centerline, 70' AGL/1061' MSL. Rwy 35, antenna on building 10' from departure end of runway, 437' right of centerline, 13' AGL/1013' MSL. Trees 1475' from

departure end of runway, 350' right of centerline 50' AGL/

1030'MSL. POTEAU, OK

ROBERT S. KERR

DEPARTURE PROCEDURE: Rwv 18. climb runwav

heading to 2500 before turning on course. Rwy 36, climb runway heading to 2800 before turning on course. NOTE: Rwy 36, cross departure end of runway at or above 16' AGL/461' MSL.

PRYOR OK MID-AMERICA INDUSTRIAL

DEPARTURE PROCEDURE: Rwvs 18, 36, climb to

ROGERS. AR

NOTES: Rwy 20 multiple towers and trees beginning

RUSSELLVILLE. AR

RUSSELL VILLE RGNI

ROGERS MUNI-CARTER FIELD

centerline, up to 122' AGL/1462' MSL. Multiple towers

and trees beginning 567' from departure end of runway

TAKE-OFF MINIMUMS: Rwv 7, 500-2 or std. with a min.

NOTE: Rwv 7. building, 3192' from departure end of

runway, 204' left of centerline, 50' AGL/520' MSL.

and right of centerline, up to 100' AGL/940' MSL.

runway, 403' left of centerline, 46' AGL/1025' MSL.

AGL/1223' MSL. Trees 528' from departure end of

runway, 424' left of centerline, up to 54' AGL/1241' MSL.

Vehicles 83' from DER, 35' left and right of centerline.

climb of 490' per NM to 900. Rwy 25, 1800-3 or std. with

393' from departure end of runway, 209' right of

81' left of centerline, up to 108' AGL/1469' MSL.

a min_climb of 230' per NM to 2200

1400 before turning on course

SALLISAW, OK

SALLISAW MUNI

TAKE-OFF MINIMUMS: Rwv 17, 400-2 or std. with a min. climb of 210' per NM to 1000. Rwv 35, 700-2 or std. with a min, climb of 470' per NM to 1300.

DEPARTURE PROCEDURE: Rwv 17, climb runwav heading to 1000 before turning. Rwv 35, climbing left

turn to 1500 on heading 180° before proceeding on

SAND SPRINGS, OK

WILLIAM R. POGUE MUNI (OWP) AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: Rwv 35, 300-1% or std. w/min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE: Rwv 17, climb heading 169° to 2500 before turning left. Rwy 35, climb heading 349° to 2500 before turning right. NOTE: Rwy 17, trees beginning 75' from DER, 121' left

15' AGL/905' MSL. Rwy 35, vehicles 83' from DER, 35' left of centerline, 15' AGL/905' MSL, Trees 1,24 NM from DER, 671' left of centerline, up to 100' AGL/1126' MSL.

SEMINOLE, OK SEMINOLE MUNI NOTE: Rwy 16, powerline 419' from departure end of

SILOAM SPRINGS, AR

SMITH FIELD NOTE: Rwy 18, light pole 1320' from departure end of

runway, 358' right of centerline, 31' AGL/1209' MSL.

Trees 795' from departure end of runway, 354' left of

departure end of runway, 340' right of centerline, up to

centerline, up to 25' AGL/1197' MSL. Trees 1272' from

34' AGL/1212' MSL. Rwy 36, power pole 1185' from departure end of runway, 567' right of centerline, 31'

Trees 532' from departure end of runway, 354' right of centerline, up to 39' AGL/1232' MSL.

9295

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 🔽



9295

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES **U**

70'

70'

SPRINGDALE, AR SPRINGDALE MUNI

by ATC.

heading to 1900 prior to turning on course or as directed

188' from departure end of runway, 152' left of centerline.

TAKE-OFF MINIMUMS: Rwv 35, 300-11/2 or std. w/min.

NOTE: Rwy 17, trees beginning 80' from departure end of

runway, 16' right of centerline, up to 60' AGL/911' MSL.

Trees and poles beginning 139' from departure end of

runway, 337' left of centerline, up to 34' AGL/855' MSL.

centerline, 29' AGL/878' MSL. Rwy 35, poles and trees

beginning 23' from departure end of runway, 42' left of

centerline, up to 56' AGL/1075' MSL. Poles and trees

beginning 1334' from departure end of runway, 29' right

departure end of runway, 133' left of centerline, 99' AGL/

438' MSL. Multiple trees beginning 237' from departure

of centerline, up to 40' AGL/1058' MSL, Building 4492'

from departure end of runway, 889' left centerline, 24'

Light 1042' from departure end of runway, 403' left of

TAKE-OFF MINIMUMS: Rwv36 400-2 or std. with a min. climb of 260' per NM to 1900.

DEPARTURE PROCEDURE: Rwvs 18.36. climb runway

NOTE: Rwv 36, 70' AGI /1422' MSI trees 4406' from departure end of runway, 522' right of centerline. AGL/1409' MSL trees 2734' from departure end of

runway 325' right of centerline 70' AGL /1403' MSL

trees 2783' from departure end of runway, 42' right of centerline, 70' AGL/1418' MSL trees 3075' from

departure end of runway, 329' right of centerline. AGL/1389' MSL trees 1659' from departure end of runway, 326' right of centerline.

STUTTGART, AR

STUTTGART MUNI NOTE: Rwv 18. tree 108' from departure end of runway. 286' right of centerline, 9' AGL/227' MSL, Rwy 27, tree

7' AGI /227' MSI

AGL/1024 MSL

climb of 345' per NM to 1200.

TAHLEQUAH. OK TAHLEQUAH MUNI (TQH)

AMDT 1 08157 (FAA)

TEXARKANA, AR TEXARKANA RGNL-WEBB FIELD (TXK)

AMDT 4 07354 (FAA)

NOTE: Rwv 4, multiple trees 881' from departure end of

runway, 677' left of centerline, 60' AGL/419' MSL,

Multiple trees 767' from departure end of runway, 621' right of centerline, 75' AGL/434' MSL, Rwv 13, multiple trees 21' from departure end of runway, 372' left of

centerline. 75' AGL/424' MSL. Multiple trees 1819' from

9295

end of runway, 344' right of centerline, 98' AGL/457' MSL. Rwv 22, multiple trees beginning 122' from

departure end of runway, 276' left of centerline, 47' AGL/ 406' MSL. Multiple trees beginning 132' from departure

end of runway, 348' right of centerline, 71' AGL/400' departure end of runway, 349' right of centerline, 70'

runway, on centerline, 15' AGL/391' MSL, Multiple trees 535' from deaprture end of runway, 124' left of centerline, 60' AGL/391' MSL. Mutliple trees beginning 454' from AGL/429' MSL. Multiple trees 1962' from departure end of runway, 195' left of centerline, 60' AGL/429' MSL

🔽 TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 🔽

MSL. Rwy 31, vehicle on road 346' from departure end of

107' AGL/773' MSL.

departure end of runway, 28' right of centerline, up to

up to 100' AGL/729' MSL. Rwy 19L, tree 791' from departure end of runway, 311' left of centerline, 46' AGL/665' MSL. Tree 1379' from departure end of runway, 457' left of centerline, 64' AGL/683' MSL.

Trees beginning 3858' from departure end of runway, 620' left of centerline, up to 100' AGL/719' MSL. Rwy 19R, tree 2247' from departure end of runway, 1020' left of centerline, 56' AGL/685' MSL. Trees beginning 3296' from departure end of runway, 1323' left of centerline, up to 100' AGL/714' MSL. Rwy 31, hangar, 507' from departure end of runway, 344' right of centerline, 21' AGL/640' MSL. Trees beginning 1372'

from departure end of runway, from 265' left of centerline to 248' right of centerline, up to 95' AGL/ 714' MSL. Tree 2161' from departure end of runway, 74' left of centerline, 102' AGL/721' MSL. Trees beginning 1965' from departure end of runway, 909' left of centerline, up to 100' AGL/739' MSL Transmission line towers beginning 2732' from

TULSA, OK

course

AMDT 6 08297 (FAA)

306° to 4000 prior to executing a right turn, left turns

DEPARTURE PROCEDURE: Rwv 30, climb on track

TINKER AFB (KTIK).

TAKE-OFF OBSTACLES: Rwv 30, Trees 47' AGL/

Monument 41' AGL/1264' MSL, 1473' from DER.

TAKE-OFF MINIMUMS: Rwv 31, 300-134 or std. w/

DEPARTURE PROCEDURE: Rwvs1L.1R. climb

heading 007° to 1400 before proceeding on course. Rwy 13, climb heading 127° to 1400 before

proceeding on course. Rwys 19L, 19R, climb heading

runway, 627' right of centerline, 81' AGL/700' MSLRwy

1R, railroad 163' from departure end of runway, 226'

right of centerline, 23' AGL/669' MSL. Tree 250' from

departure end of runway, 236' right of centerline, 45'

runway, 330' right of centerline, 49' AGL/673' MSL.

Pole 992' from departure end of runway, 117' right of

departure end of runway, 74' left of centerline, 81' AGL/

700' MSL. Rwy 13, building 717' from departure end of

runway, 514' right of centerline, 25' AGL/641' MSL.

Tree 1961' from departure end of runway, 92' left of

departure end of runway, 461' right of centerline, 76'

79' AGL/698' MSL. Tree 2438' from departure end of runway, 31' left of centerline, 80' AGL/699' MSL, Tree

centerline, 90' AGL/709' MSL. Trees beginning 2292'

from departure end of runway, 655' right of centerline,

centerline, 50' AGL/679' MSL. Tree 2021' from

AGL/695' MSL. Tree 2287' from departure end of

2697' from departure end of runway, 323' right of

runway, 102' right of centerline,

AGL/669' MSL. Pole 582' from departure end of

centerline, 40' AGL/664' MSL. Tree 1844' from

187° to 1400 before proceeding on course. Rwv 31.

climb heading 307° to 1700 before proceeding on

NOTE: Rwv 1L. tree 1492' from departure end of

2862' from DER, 1641' right of centerline.

RICHARD LLOYD JONES JR (RVS)

min, climb of 470' per NM to 1100.

1267' MSL, 1778' from DER, 927' right of centerline.

1337' right of centerline Trees 28' AGL / 1245' MSL

may be initiated at 1800, Rwy 35, intercept TIK R-354 climbing to 4000 prior to executing left turn.





TUI SA INTI

TAKE-OFF MINIMUMS: Rwv 18R 200-1 or std with a

TULSA, OK (CON'T)

min. climb of 210' per NM to 900. DEPARTURE PROCEDURE: Comply with SID or as

VANCE AFB (KEND)

TAKE-OFF OBSTACLES: Rwv 17C: Barrier (when raised) 24' AGL/1321' MSL, 154' into overrun, on

centerline T-1 aircraft 14' AGI /1311' MSI, abeam departure end of runway, 340' right of centerline.

Rwv 17L: Terrain, 1293' MSL, 239' from DER, 55' left of centerline Terrain 1295 MSL abeam

departure end of runway, 156' right of centerline. Wind sensor 33'AGI /1325'MSI 211'from DER 578' right of centerline. T-1 aircraft on taxiway, 14' AGL/ 1298' MSL, 204' from DER, 186' right of centerline. DER, 574' left of centerline, Trees, 70' AGL/1349

T-1 aircraft on taxiway 14' AGL/1303' MSL 383' from MSI 2479 from DER 1136 left of centerline Trees 70' AGL/1355' MSL, 1620' from DER, 944' left of centerline, Rwy 17R: Barrier (when raised), 24' AGL/ 1336 MSI 152 into overrun on centerline Rwv 35C: Barrier (when raised), 24' AGL/1301' MSL, 147' into

overrun, on centerline, Rwv 35L: Barrier (when raised), 24' AGL/1303' MSL, 149' into overrun, on centerline, Rwv 35R: Wind sensor, 33' AGL/1299' MSI 1884' from DER 577' left of centerline Vehicle on road. 10' AGL/1284' MSL, 144' from DER, 292' left of centerline, T-1 aircraft on taxiway, 14' AGL/1280' MSL, 211' from DER, 574' right of centerline.

WAGONER.OK HEFNER-FASI FY (H68)

ORIG 08045 (FAA) NOTE: Rwv 36. Multiple trees beginning 167' from 100' AGL/709' MSL.

WATONGA, OK WATONGA RGNL TAKE-OFF MINIMUMS: Rwv 17, 400-2 or std. with a

departure end of runway, 544' right of centerline, up to

min, climb of 315' per NM to 2000.

NOTE: Rwy 17, vehicle on road 165' from departure end of runway, 471' left of centerline, 15' AGL/1554'

MSL. Elevator 5609' from departure end of runway. 614' left of centerline, 177' AGL/1694' MSL, Rwv 35. trees beginning 3318' from departure end of runway. 435' left of centerline, up to 100' AGL/1689' MSL.

Vehicle on road 284' from departure end of runway. 471' right of centerline, 15' AGL/1584' MSL.

WEATHERFORD.OK THOMAS P. STAFFORD

DEPARTURE PROCEDURE: Rwy 17, climb via

heading 188° to 2500 before proceeding on course. NOTE: Rwy 17, truck on road 682' from departure end of runway, crossing centerline, 17' AGL/1636' MSL,

multiple trees beginning 2605' from departure end of runway, 652' right of centerline, up to 100' AGL/1699' MSL.Rwy 35, tree 1421' from departure end of runway, 413' right of centerline, 40' AGL/1649' MSL.

WEST MEMPHIS MUNI

TAKE-OFF MINIMUMS: Rwv 17, NOTE: 101'AGL trees 2155' from departure end of rwy 196' right of centerline

172° to 3100 before proceeding on course.

WOODWARD, OK

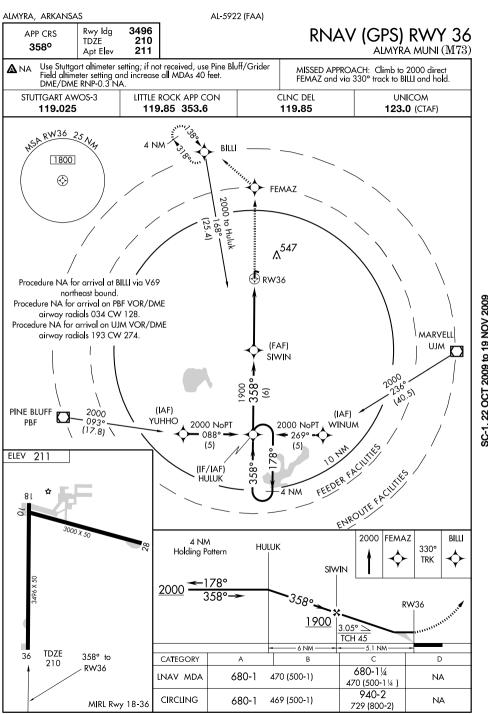
WEST WOODWARD

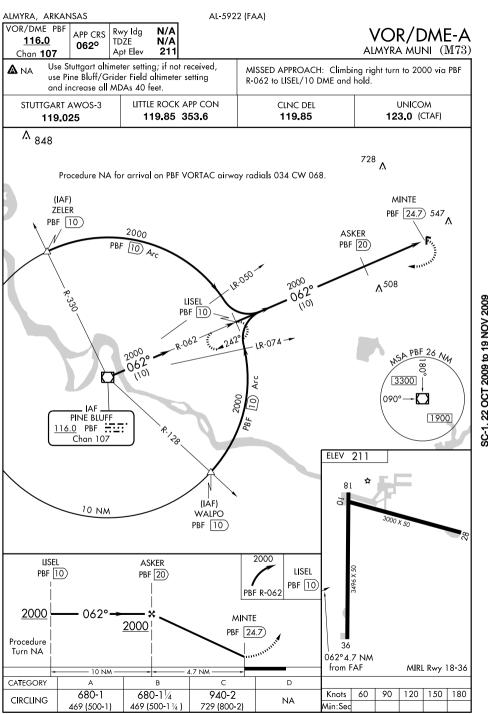
DEPARTURE PROCEDURE: Rwy 17, climb heading

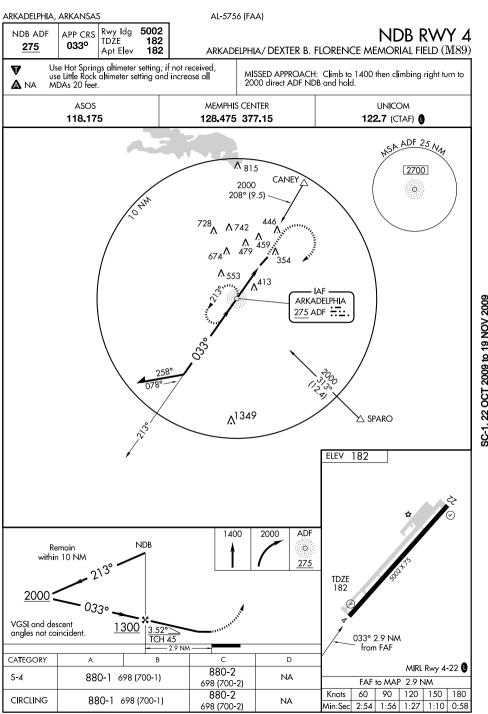


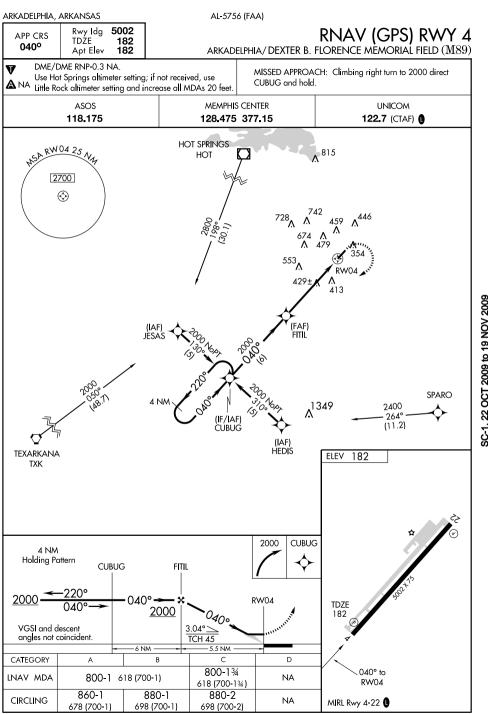
WEST MEMPHIS. AR

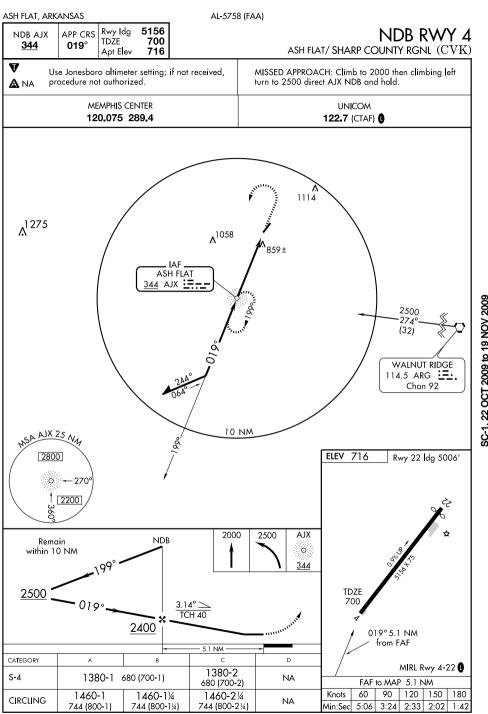
TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 1

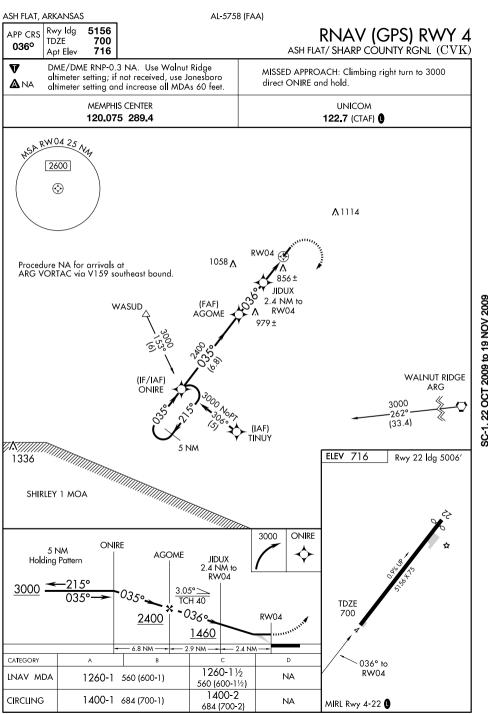


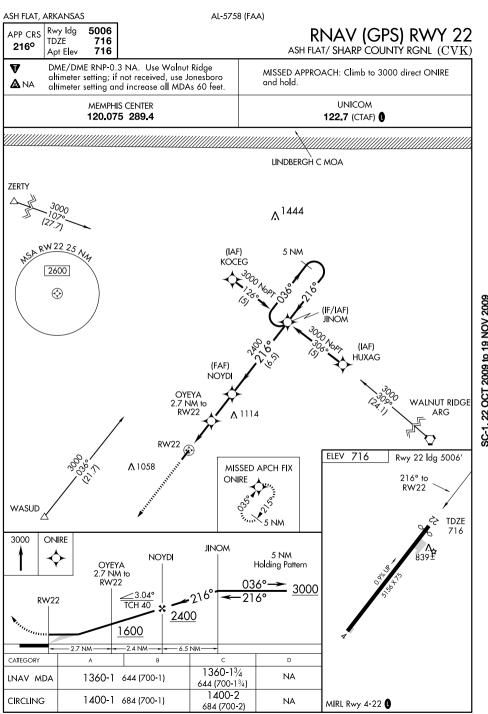


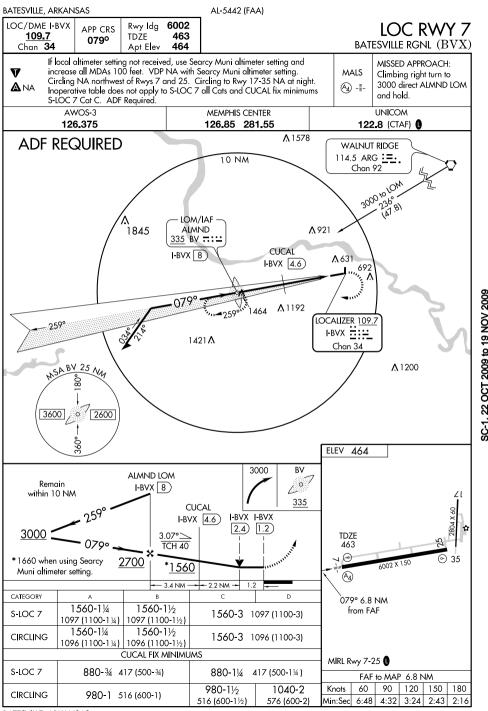


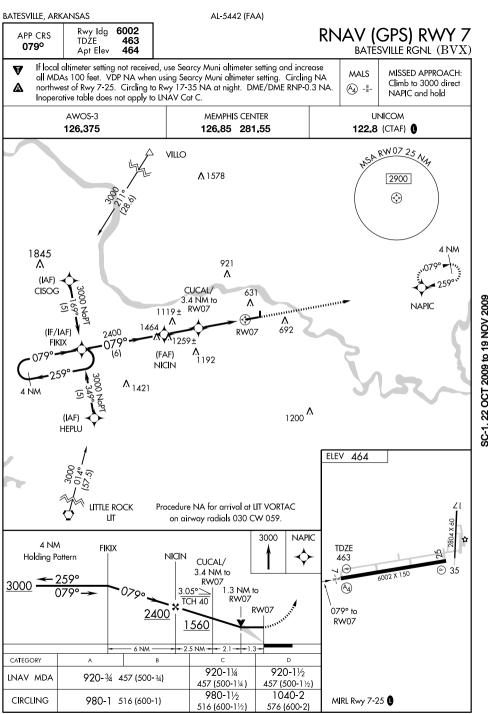


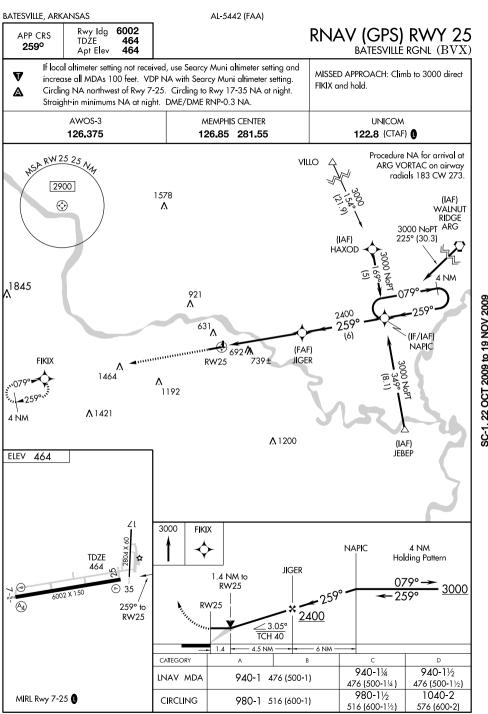


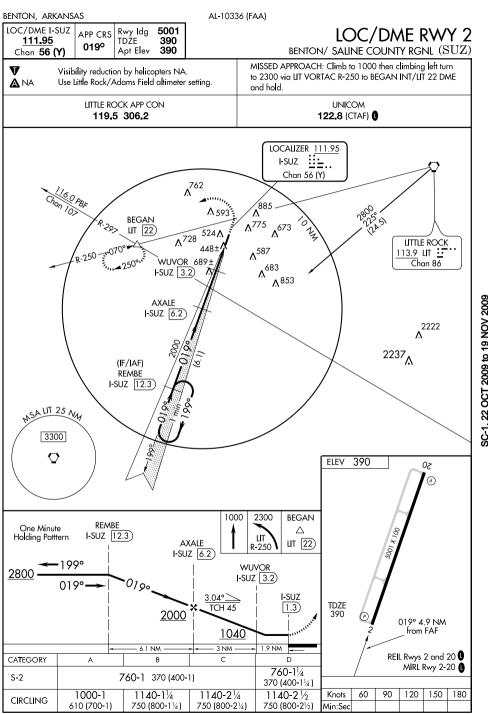


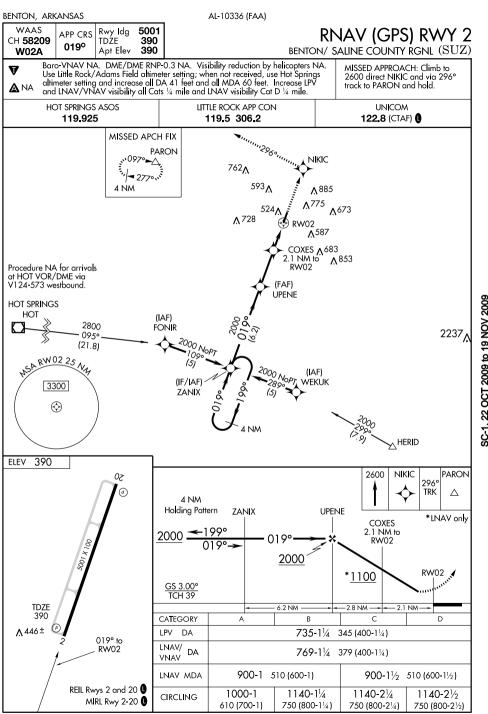












BENTON, ARK	(ANSAS		AL-10336 (FA	A)	
WAAS CH 40309 W20A	TD TD	vy Idg 5001 DZE 387 of Elev 390		RN BENTON/	VAV (GPS) RWY 20 Y SALINE COUNTY RGNL (SUZ)
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Little Rock/Adams Field altimeter setting; when not received, use Hot Springs altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase LPV visibility all Cats ½ mile, LNAV/VNAV visibility Cat C ¼ mile and LNAV visibility are to MALVE and hold. MISSED APPROACH: Climb to 2000 direct UCICE and via 222° track to MALVE and hold.					
HOT SPRINGS ASOS 119.925			LITTLE ROCK APP CON 119.5 306.2		UNICOM 122.8 (CTAF) (
	For LNAV/VNA o airport, 199°	' - 2.9 NM.	(IAF) ROLAN 2220 A (FAF) PUYIS	(IF) ZITPU	Procedure NA for arrivals at ROLAN via V534 northwest bound.
MISSED APCI	· · · · · · · · · · · · · · · · · · ·	762 A. 728 A.	HUSAL 2 NM to RW20 629± 593	53	ELEV 390 199° to
*LNAV only *LNAV only CATEGORY LPV DA LNAV/ DA LNAV/ DA	HUSAL 2 NM to RW20	to airport, PL 3.8 NM 827 2 943 (1000-	Proc 2300 -1/2 440 (500-1/2) 2) 1330-2 ³ / ₄ 943 (1000-2 ³ / ₄) 960-1 ¹ / ₂	3300 	RW20
CIRCLING	1000-1	1140-	11/4 1140-21/4	573 (600-1¾) 1140-2½ 750 (800-2½)	REIL Rwys 2 and 20 ① MIRL Rwy 2-20 ①

(BENTN2.BENTN) 07354 BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT) BENTON TWO DEPARTURE

BENTONVILLE, ARKANSAS SL-6126 (FAA)

TAKE-OFF MINIMUMS: CLNC DEL 121.05 263.12

UNICOM 122.8 (CTAF) Rwy 18: standard. AWOS-3 134.975 Rwy 36: 300 -2 1/4 or standard with minimum climb at 270 feet per NM to 1700. RAZORBACK DEP CON ★ SPRINGFIELD 121.0 (WEST) 244.57 116.9 SGF **∷**≒: Chan 116 DOGWOOD N37°21.36′-W93°20.04′ 109.4 DGD **Ξ**∷• BARTLESVILLE L-16. H-5 Chan 31 N37°01.41′ -W92°52.62′ 117.9 BVO NEOSHO Chan 126 I-16 117.3 EOS = -N36 °50.06′-W96° 01.10′ Chan 120 L-15, H-6 N36°50.55′-W94°26.14′ L-16. H-6 TULSA 114.4 TUL :--. DEPARTURE OBSTACLES Chan 91 Rwy 36: 1343' T-L Tower N36°11.78′-W95°47.29′ 1342' T-L Tower L-15. H-6 WILL ROGERS 114.1 IRW :=-HARRISON RAZORBACK Chan 88 112.5 HRO ::: 116.4 RZC N35°21.52′-W97°36.55′ Chan 72 Chan 111 L-15, H-6 N36°19.10′-W93°12.80′ N36°14.79′-W94°07.28′ 1-16 L-16, H-6 OKMULGEE 114.9 OKM =--LITTLE ROCK 113.9 LIT :- · · Chan 96 FORT SMITH Chan 86 N35°41.59′-W95°51.96′ 110.4 FSM ::= N34°40.66′-W92°10.83′ L-15, H-6 Chan 41 L-18. H-6 N35°23.30′-W94°16.29 L-16, H-6

NOTE: Rwy 36 tower 11,638 feet from departure end of runway 1607 feet left of centerline, 345 feet AGL/1595 feet MSL. Multiple T-L tower 2048 feet from departure end of runway, 81 feet AGL/1356 feet MSL.

McALESTER 112.0 MLC

Chan 57 N34°50.97′-W95°46.94′

L-17. H-6

NOTE: Chart not to scale. NOTE: RADAR required. 22 OCT 2009 to 19 NOV 2009



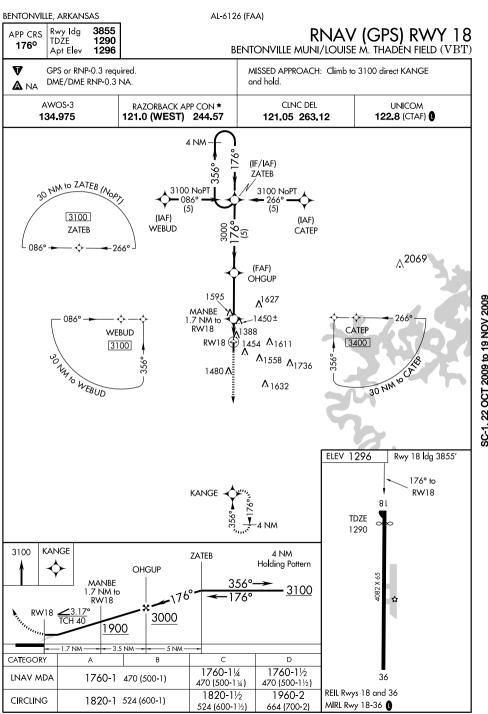
DEPARTURE ROUTE DESCRIPTION

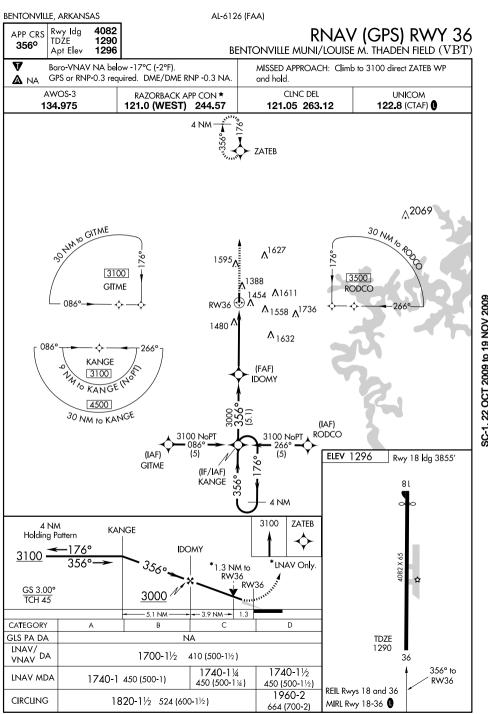
HOT SPRINGS 110.0 HOT **=** -

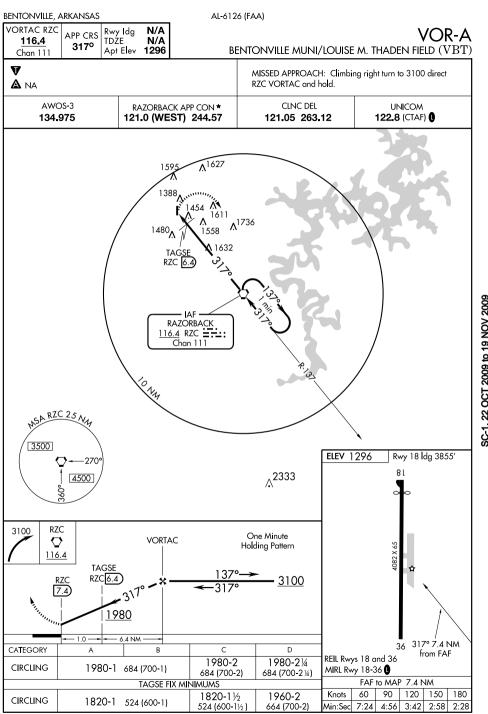
Chan 37 N34° 28.72′ - W93° 05.44′

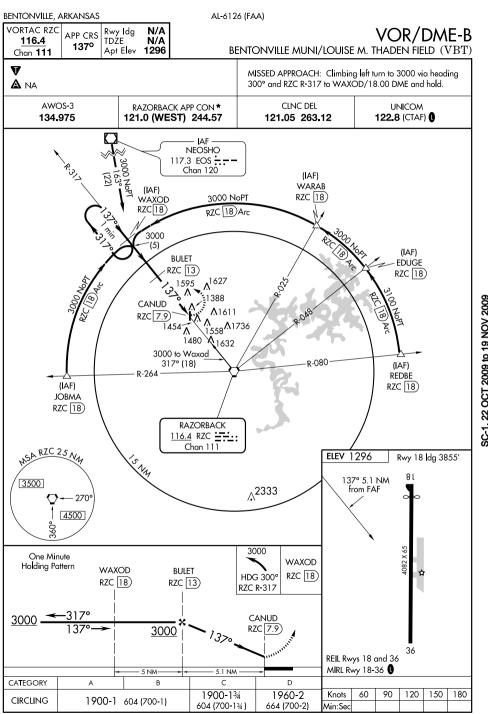
All aircraft cleared as filed. Fly runway heading; expect radar vectors to filed/assigned route. Climb and maintain 3000 feet. Expect clearance to filed altitude/flight level ten minutes after departure.

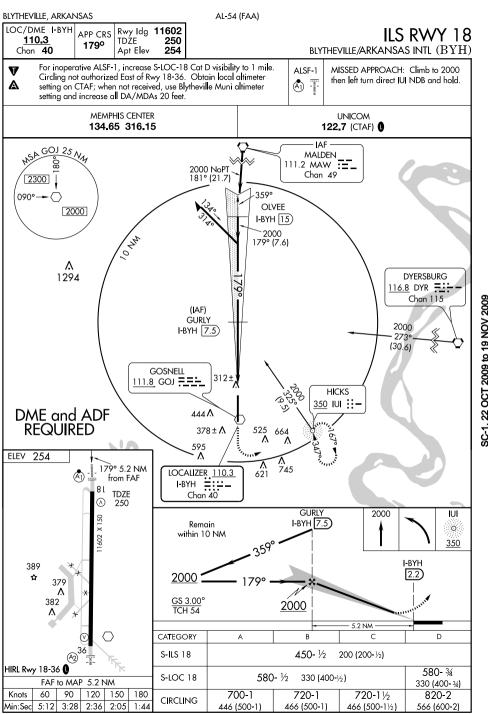
LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5,000 feet and proceed direct RZC VORTAC. then proceed on course.

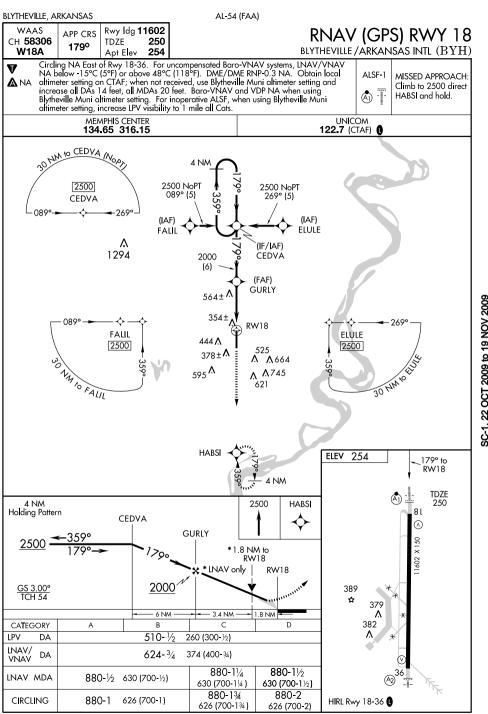


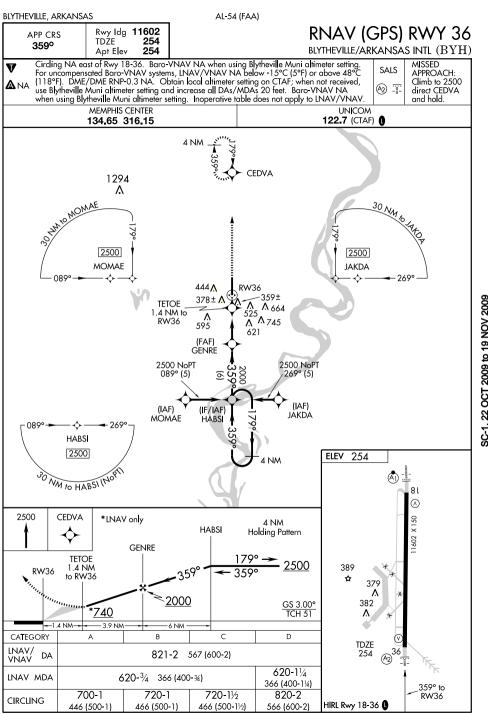


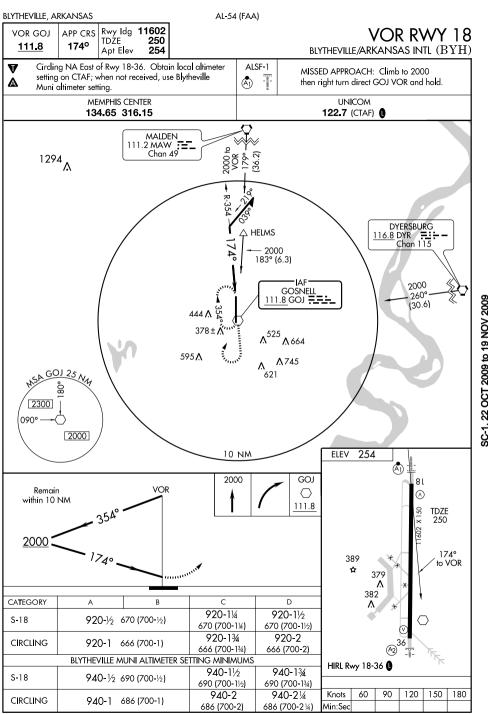


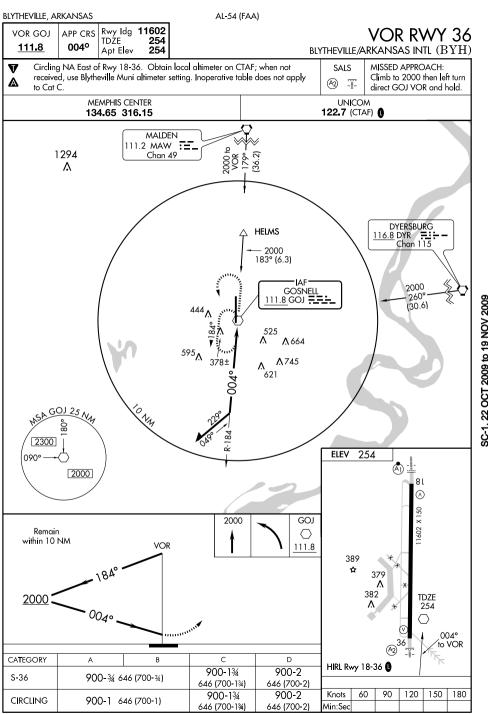


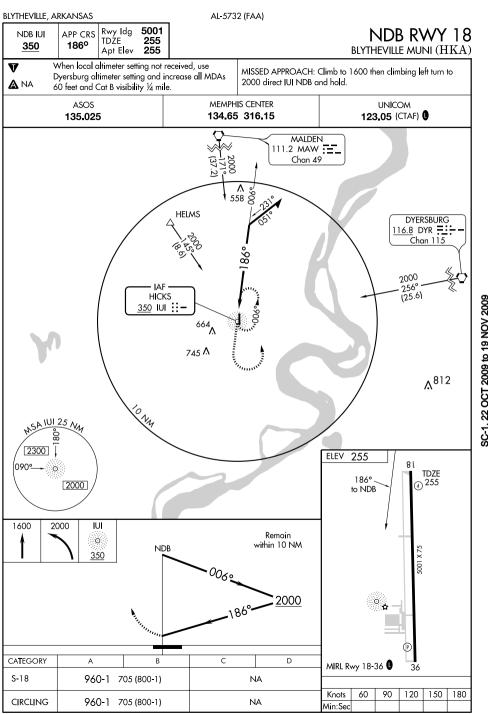


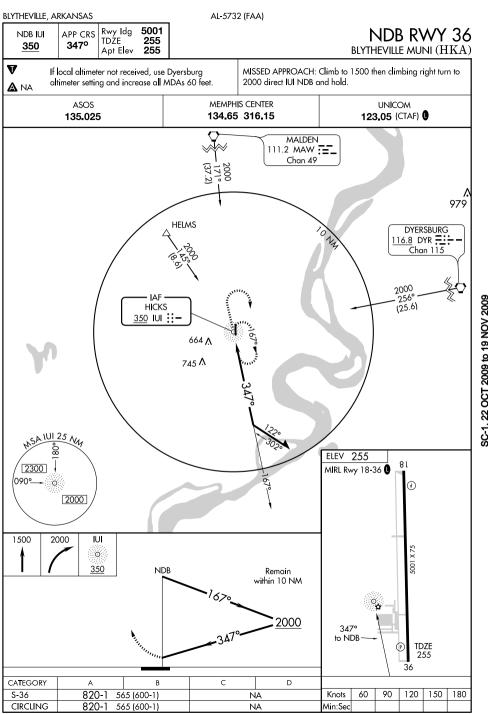


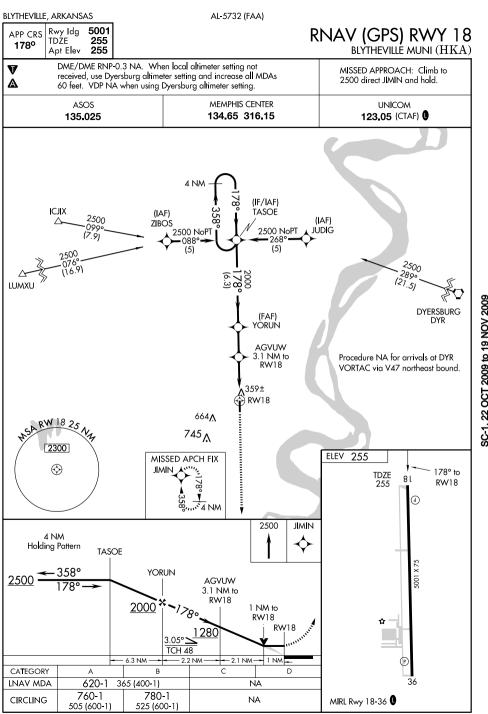


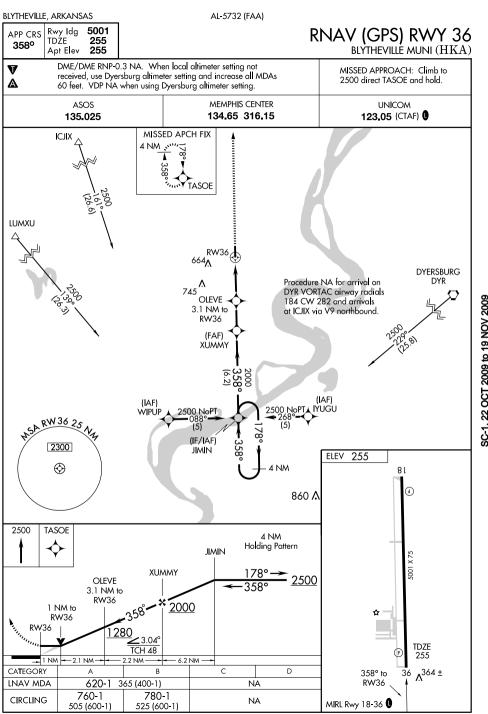




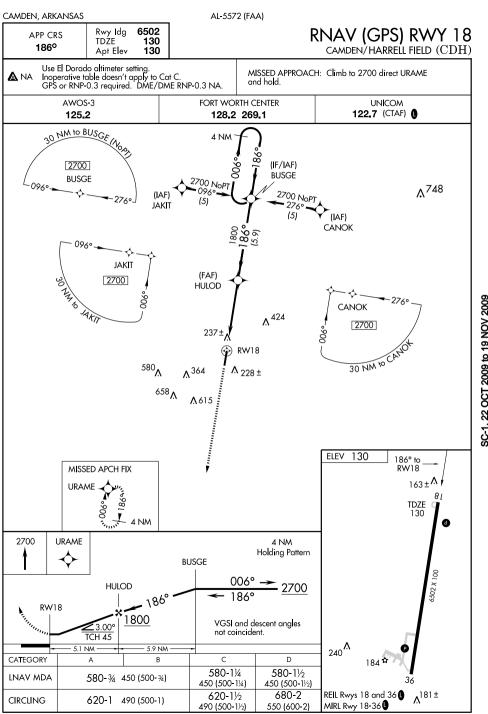


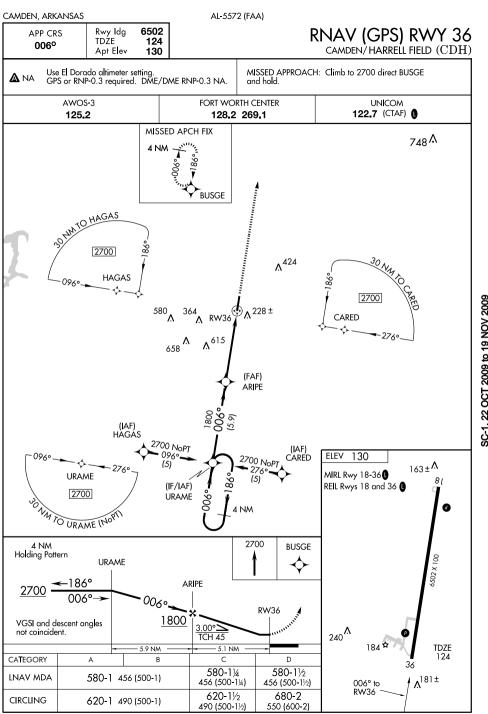


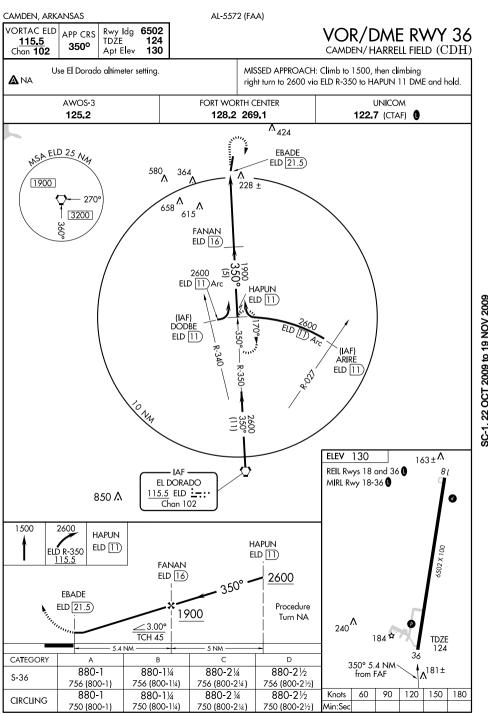


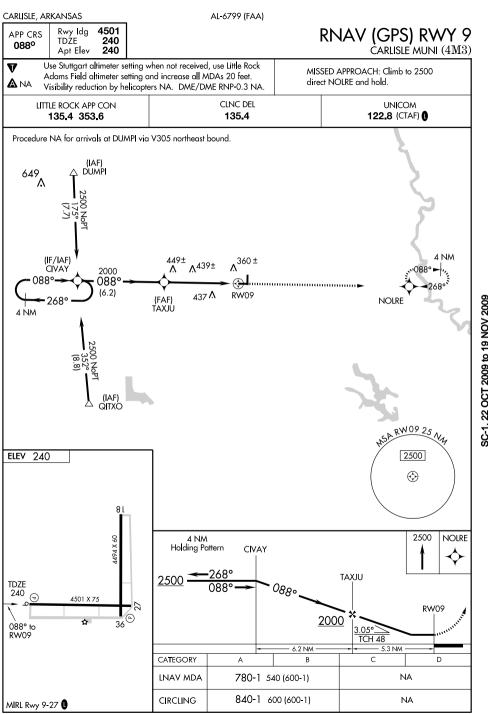


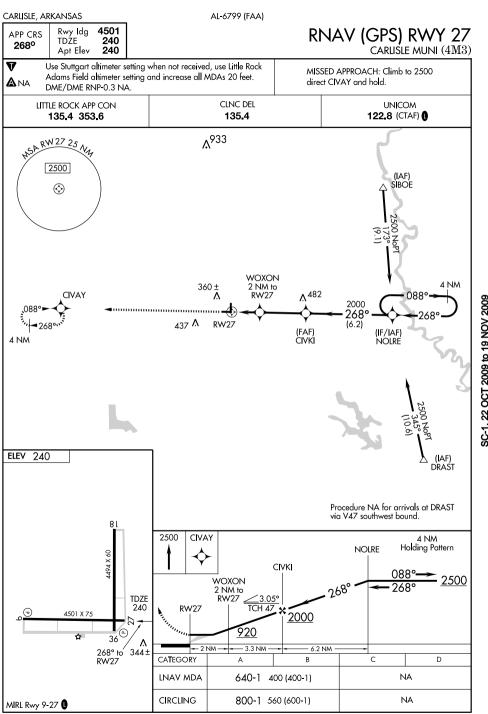
BRINKLEY, ARKANSAS				AL-6334 (FAA)					
APP CRS Rwy Idg 3855 TDZE 194 204° Apt Elev 194			194	RNAV (GPS) RWY BRINKLEY/ FRANK FEDERER MEMORIAL (0 86)	
A NA		tgart Muni altir ME RNP 0.3 N.			мі	SSED APPROACH	t: Climb to 2800 direct OZLUR and hold.		
STUTTGART AWOS-3 119.025				MEMPHIS CENTER 135.3 335.8			UNICOM 122.8 () (CTAF)		
25374	1140	30 NM to U	1204°	(IAF) YOKOJ →28 /3	100 Nopi	2800 N	79	2,	
30 AW.	114° YO 280	кој	515 _∧ 49 494 ∧ 693 335 ± 385 :	Λ 3/0± βΛ ΛΦ RV	W20	ICXAV	2940		
24		OZLU				30 NM to	_	_	
2800	OZLUR	V)	4 NM	LEYXO 	Hol	4 NM ding Pattern	Ø		
CATEGORY LNAV MD	/ - 1	3.00 TCH 45 	5 5.5 NA B 1020-11/4	C 1020-	2½	224° 2800 204° 2800			
CIRCLING	82	26 (900-1)	826 (900-1½) 26 (1000-1½)	1120- 926 (100	0-2½) 2¾	NA NA	MIRL Rwy 2-20 ()		

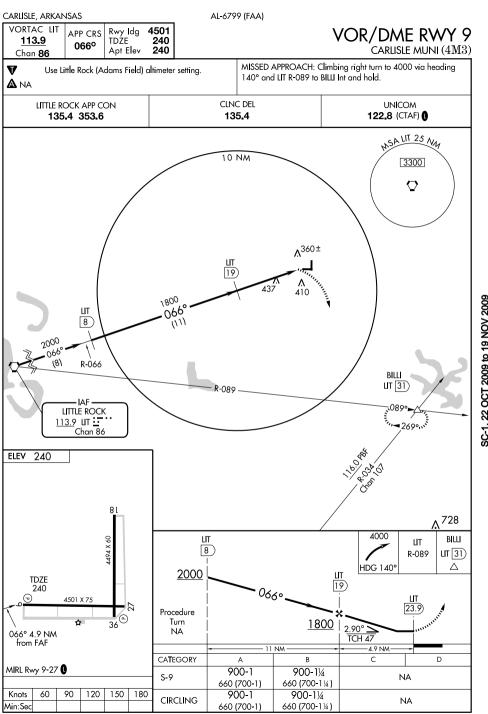


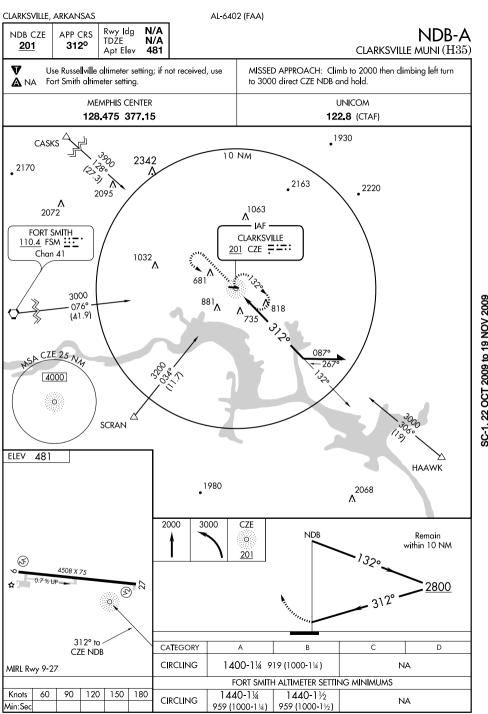




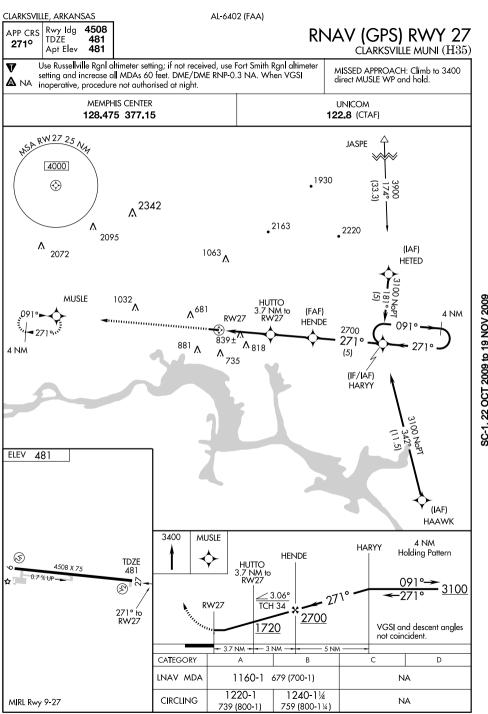






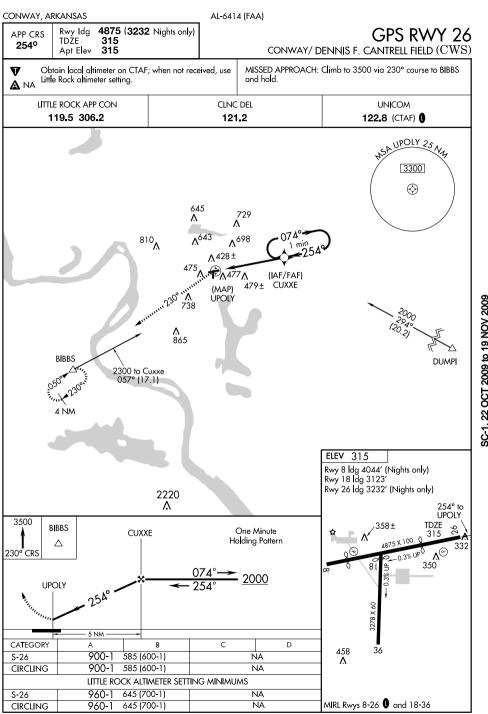


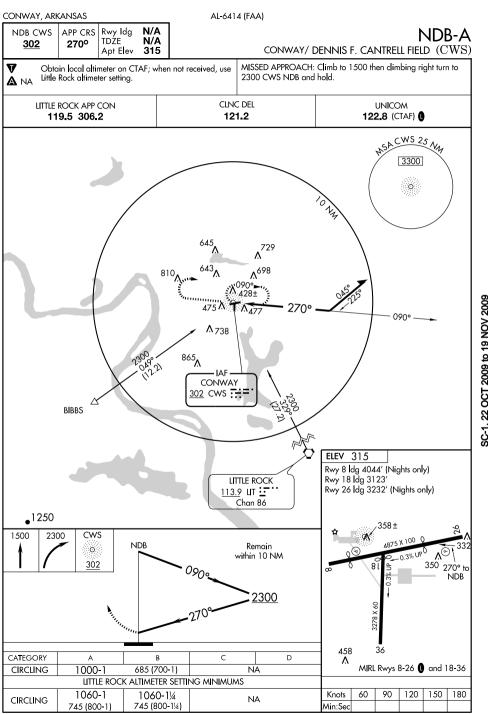
CLARKSVILLE, A	rkansas		AL-640)2 (FAA)				
APP CRS 091°	Rwy TDZI Apt	E 481				RNAV (C	GPS) F	NNI (H35)
altime	ter settina and		60°. DME/DME KNP-0.3 NA.			SSED APPROACH: Climb to 3100 direct RYY WP and hold.		
	MEM	PHIS CENTER 175 377.15			1	UNICOM 122.8 (CTAF)		
CASKS	300					1930		
.0)		0,4	2.40			• 1930		
2170			342 ∧					
	2070	Δ			•2	2163	2220	
	²⁰⁷² ∧ →	(IAF) HIRAP		∧ 106	3			
1	IF/IAF) WUSLE 091° 271°	2400 (5) (FA	A RW09	681 A679± W09	 1. ₈₁₈	.	_	4 NM
	25 NA	A100	38	735	010		HARYY	
€		7 20	CRAN	1		ELEV 481		
						091° to		
4 NM Holding Patte	Ml ern	JSLE NEE	3.1 NM to	3100 H	HARYY	RW09 S 0.7 % UP	4508 X 75	
3400	2/1° 091°→		3.05° \(\simega\) TCH 41	RW09 🦸		TDZE 481		® (2)
VGSI and desc not coincident.	cent angles	2400	1500	RW09				
CATEGORY	A	5 NM B	- 2.8 NM - 3.1 C	NM D				
LNAV MDA	1060			NA NA				
CIRCLING	1220-1 739 (800-1	1240-1¼		NA		MIRL Rwy 9-27		

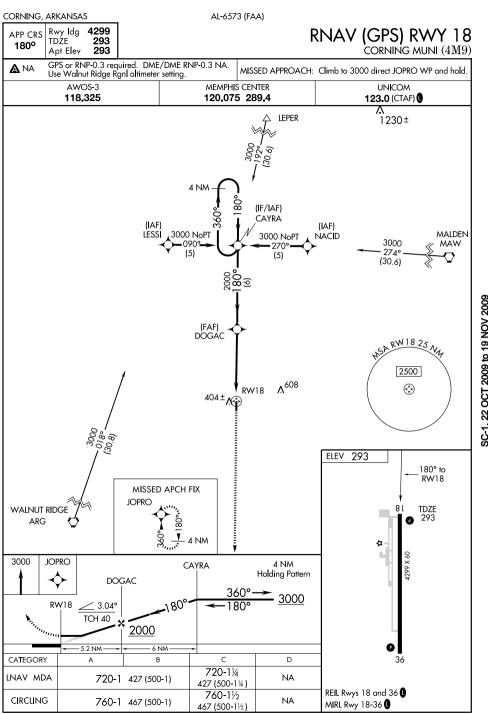


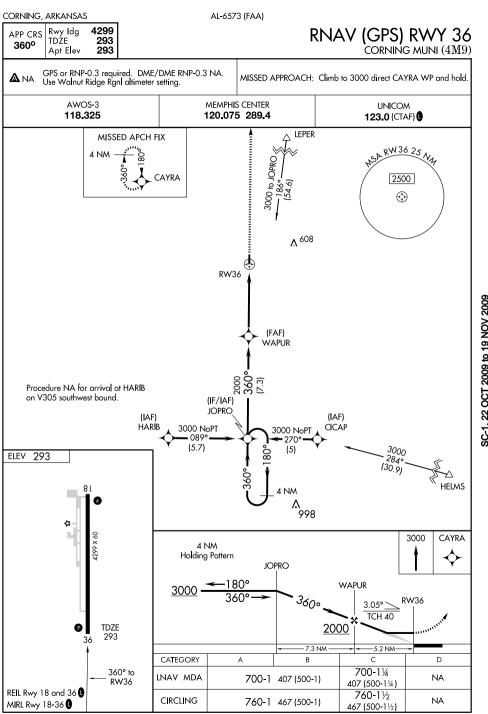
CLINTON, ARKANSAS AL-9841 (FAA) Rwy Ida 4397 RNAV (GPS) RWY 5 APP CRS TDŹE 1268 0550 CLINTON/HOLLEY MOUNTAIN AIRPARK (2A2) Apt Elev 1268 Obtain local altimeter setting on CTAF; when not received, use Marion County Rgnl altimeter setting. DME/DME RNP-0.3 NA. v MISSED APPROACH: Climb to 3700 direct \mathbf{A} NA NACIL and hold. AF ARM APPROACH MODE PRIOR TO IAF. MEMPHIS CENTER UNICOM 126.85 281.55 122.7 (CTAF) 0 INNAM 15A RW 05 25 M 3600 2150 **(** 2050 1556± RW05 1629 ± (IAF) CACA SC-1 22 OCT 2009 to 19 NOV 2009 (FAF) BUDPE (IF) **FIMOR** IAF (IAF) **HENAR ELEV 1268** * VDP NA with Marion County Rgnl 3700 NACIL altimeter settina. **FIMOR BUDPE** 3700 *1.4 NM 0550 Procedure to RW05 Turn 2900 NA RW05 3.00°≤ VGSI and descent angles **TDZE** TCH 40 not coincident. 1268 6 NM 3.7 NM -1.4 CATEGORY D 1760-11/4 LNAV MDA 1760-1 492 (500-1) NA 492 (500-11/4) 1780-11/2 CIRCLING 1760-1 492 (500-1) NA 055° to 512 (600-11/2) RW05 MARION COUNTY RGNL ALTIMETER SETTING MINIMUMS 1920-13/4 LNAV MDA 1920-1 652 (700-1) NA 652 (700-13/4) MIRL Rwy 5-23 (1) 1960-2 CIRCLING NA 1940-1 672 (700-1) REIL Rwy 5 and 23 1 692 (700-2)

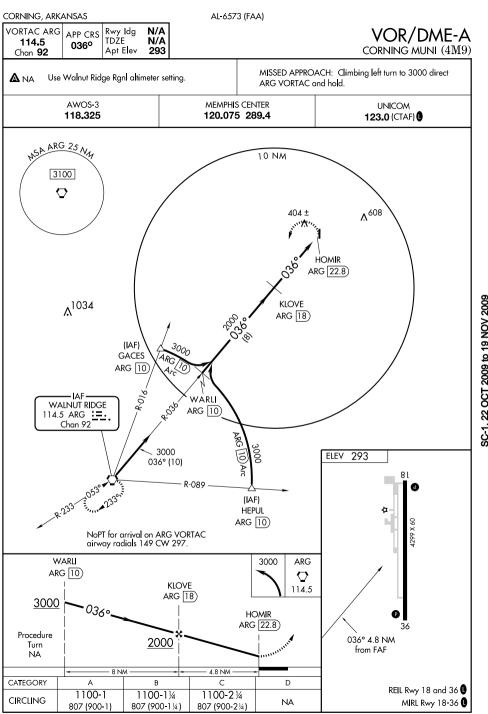
CLINTON, ARKANSAS AL-9841 (FAA) 4795 Rwy Ida RNAV (GPS) RWY 23 APP CRS TDŹE 1268 2350 CLINTON/HOLLEY MOUNTAIN AIRPARK (2A2) Apt Elev 1268 Obtain local altimeter setting on CTAF; when not received, use Marion County MISSED APPROACH: Climb to 3700 direct Ran altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. FIMOR and hold. IAF ARM APPROACH MODE PRIOR TO IAF. MEMPHIS CENTER UNICOM 126.85 281.55 122.7 (CTAF) (NSA RW 23 25 NZ INNAM 3600 3100 IAF ก์ไ 18/5) **(** VIIIO (IAF) HOGEL 2515 \Lambda NACIL 2150 SC-1 22 OCT 2009 to 19 NOV 2009 2050 (IAF) (FAF) TUCUP JASMA 1556± RW23 Procedure NA for arrival at DUMPI via V-305 southwestbound. DUMP Procedure NA for arrival at VILLO via V-140 FIMOR eastbound. **ELEV** 1268 3700 **FIMOR** * VDP NA with Marion County NACIL 235° to Ranl altimeter setting. RW23 JASMA 3700 **TDZE** *1.4 NM 1268 to RW23 Procedure RW23 2900 Turn NA ≤ 2.99° TCH 46 3.7 NM 6 NM CATEGORY D 1740-11/4 LNAV MDA 1740-1 472 (500-1) NA 472 (500-11/4) 1800-11/2 CIRCLING 1760-1 492 (500-1) NA 532 (600-11/2) MARION COUNTY RGNL ALTIMETER SETTING MINIMUMS 1900-134 LNAV MDA 1900-1 632 (700-1) NA 632 (700-1%) MIRL Rwy 5-23 1 1960-2 CIRCLING NA 1940-1 672 (700-1) REIL Rwy 5 and 23 1 712 (800-2)



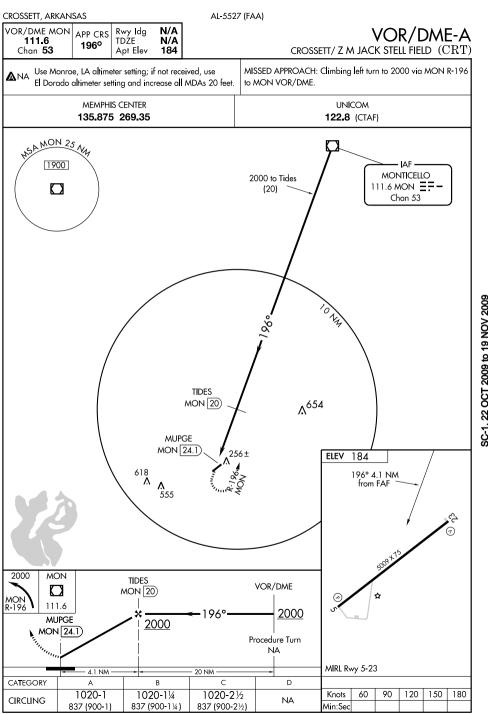


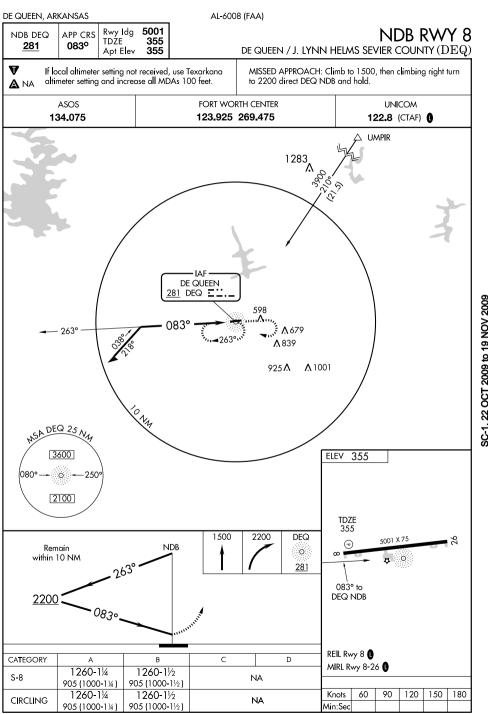


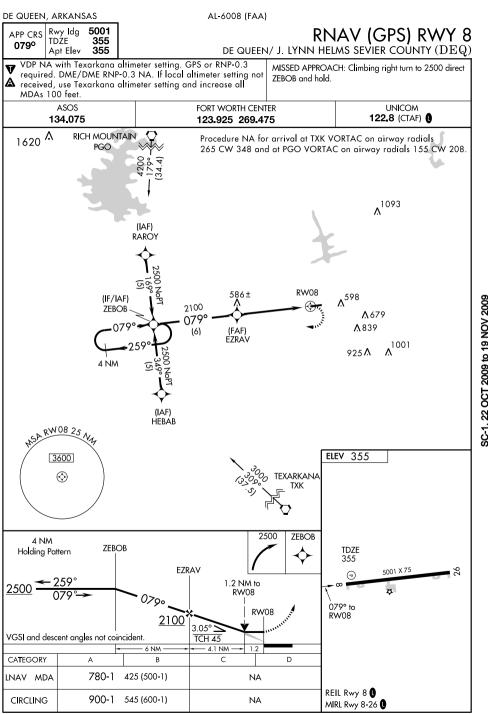




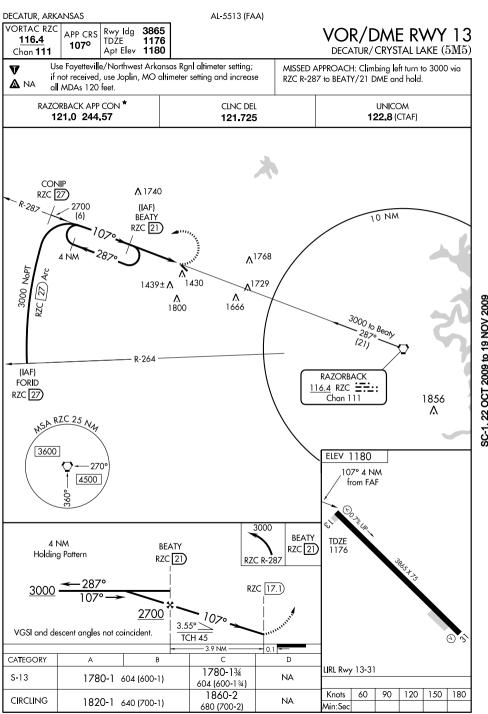
AL-5527 (FAA) CROSSETT, ARKANSAS 5009 Rwy Idg RNAV (GPS) RWY 23 APP CRS TDŹE 184 230° CROSSETT/Z M JACK STELL FIELD (CRT) Apt Elev 184 DME/DME RNP-0.3 NA. Use Monroe, LA altimeter MISSED APPROACH: Climbing left turn to 2000 direct \mathbf{A} na setting; if not received, use El Dorado altimeter setting PEVOY and hold. and increase all MDAs 20 feet. MEMPHIS CENTER UNICOM 135.875 269.35 122.8 (CTAF) (IAF) 15A RW 23 25 Ny HAMPT MONTICELLO MON 2000 to TUPOY 3200 139.11 \Diamond (IAF) TÜPÖY 4 NM SC-1, 22 OCT 2009 to 19 NOV 2009 PEVOY (FAF) LOCIK 2000 262° (19.2)**AVONS** (IAF) ZIGAS **RW23** Procedure NA for arrivals at AVONS via 618 V94 Northeast bound. 555 **ELEV** 184 230° to RW23 2000 **PEVOY** 4 NM LOCIK **PEVOY** Holding Pattern TDZE 184 **-**230° 2000 RW23 VGSI and descent ≤3.05° angles not coincident. TCH 40 5.5 NM -6 NM -CATEGORY C 760-11/2 LNAV MDA 760-1 576 (600-1) NA 576 (600-1½) 760-11/2 **CIRCLING** 760-1 576 (600-1) NA MIRL Rwy 5-23 576 (600-11/2)

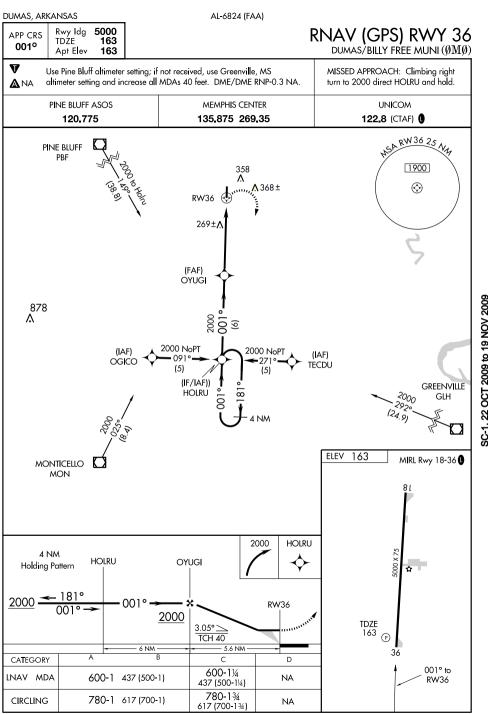


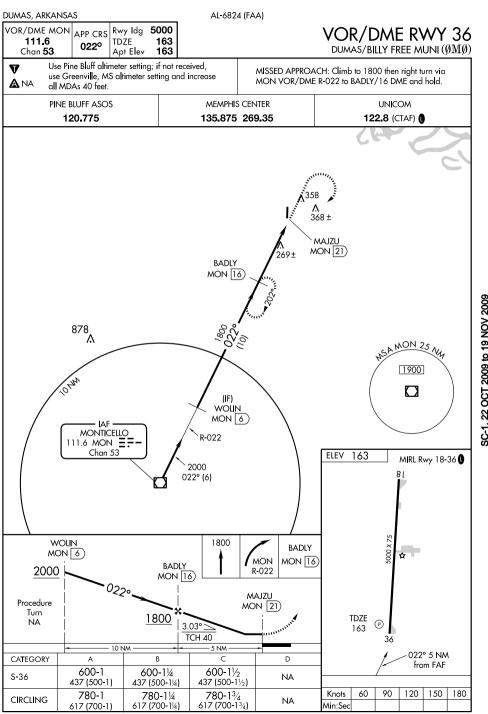


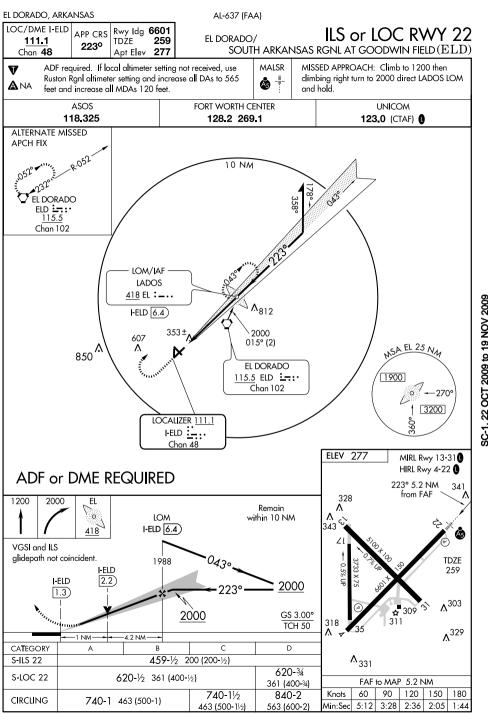


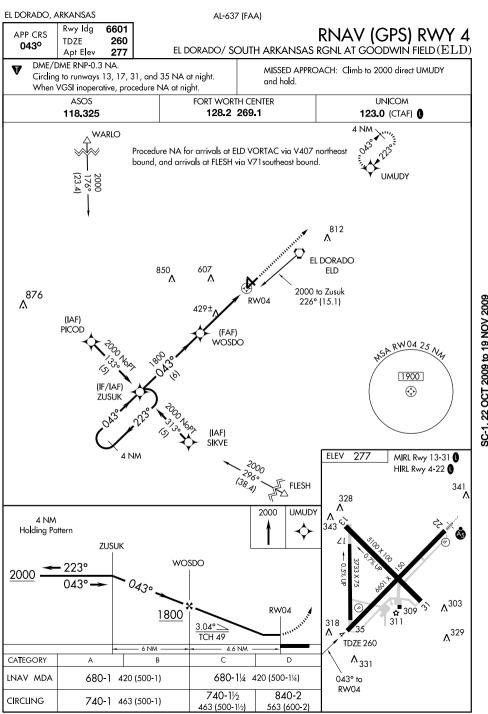
DECATUR, ARK	'ANSAS		AL-5513 (FA	A A)			
APP CRS 131°	Rwy Idg 3865 TDZE 1176 Apt Elev 1180				RNAV (GPS) DECATUR/CRYSTA		
Usi	ME/DME RNP-0.3 NA e Fayetteville/Northwest . ceived, use Joplin, MO al				MISSED APPROACH: C to 3000 direct HUMTI V		
RAZORBACK APP CON * 121.0 244.57			CLNC DEI 121.725		UNICOM 122.8 (CTAF)		
MSA RV	(IAF)		(IF/IAF) HUMTI (FAF) RIROY	airway rad	Procedure NA for arrival or circums arrival or circums radials 264 CW 33: 1768 1729 1666 ELEV 1180	RZC VORTAC	
4 NM Holding Pat	tern HUMT I	RIRC	Y	3000 HUMT	1 1DZE 1176	<i>t</i> -t ₃	
<u>3000</u> ≤ 3	11° 31°→ 131°	3000		RW13	`		
VGSI and descent angles not coincident.			3.05° <u>TCH 40</u>			(4) 3 ¹	
CATEGORY	A	В	С	D]		
LNAV MDA	1720-1 544 (500-1)	1720-1½ 544 (600-1½)	NA			
CIRCLING	1820-1 640 (7	700-1)	1860-2 680 (700-2)	NA	LIRL Rwy 13-31		

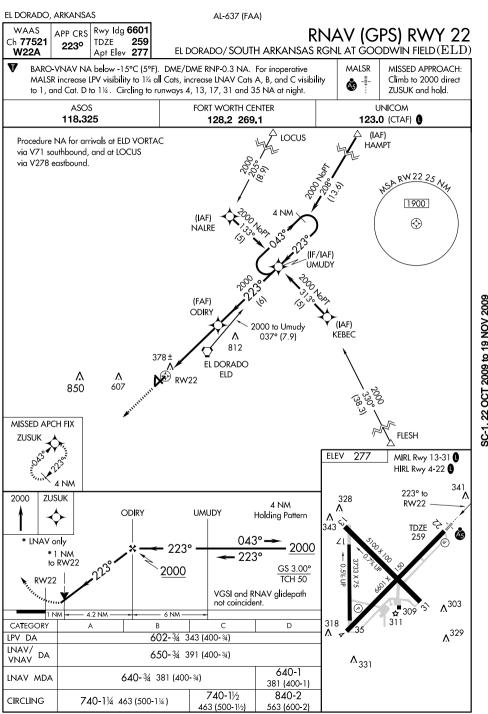


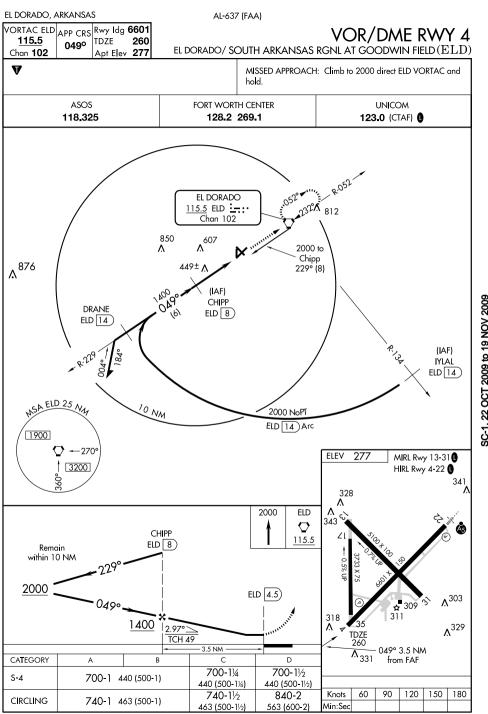


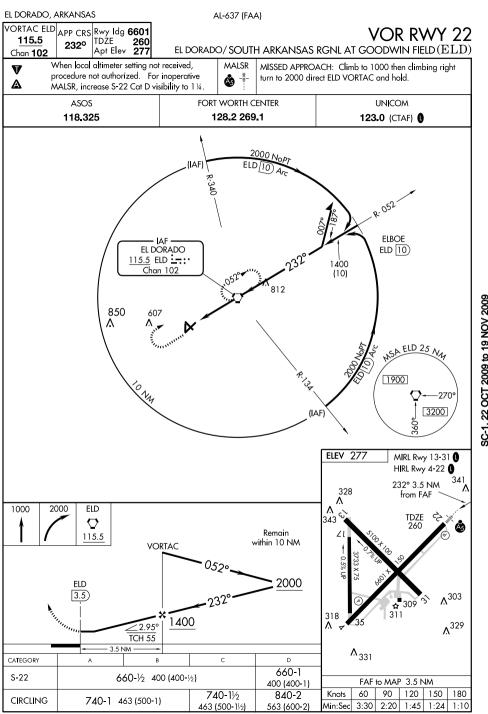


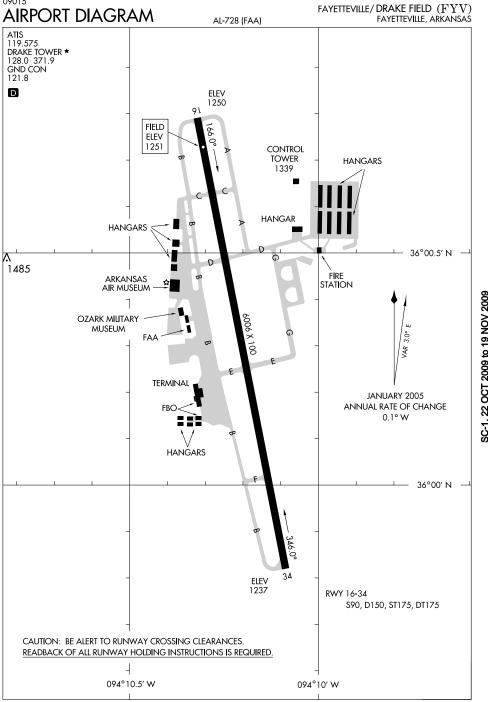


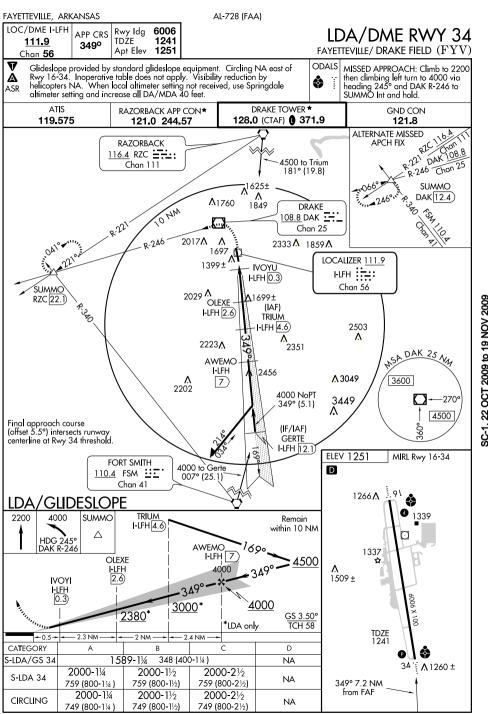


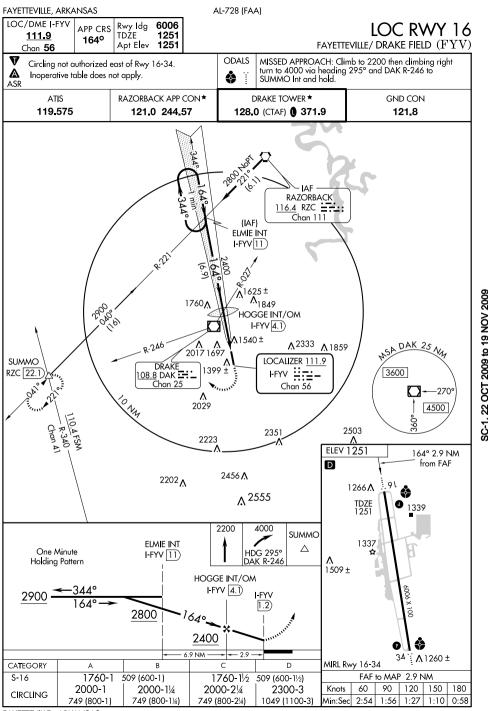












(RZC1.RZC) 08213

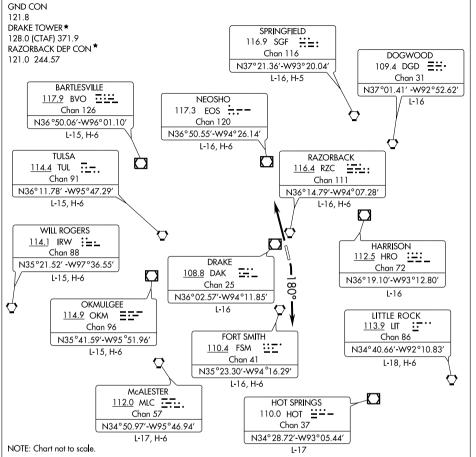
ATIS 119.575

FAYETTEVILLE /DRAKE FIELD (FYV)

RAZORBACK ONE DEPARTURE

SL-728 (FAA)

FAYETTEVILLE, ARKANSAS



V

641 1

All aircraft cleared as filed.

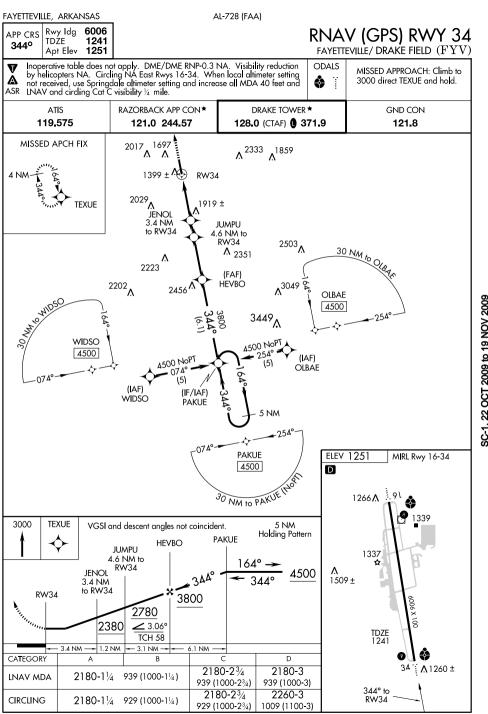
TAKE-OFF RUNWAY 16: Climbing right turn heading 180°. Thence

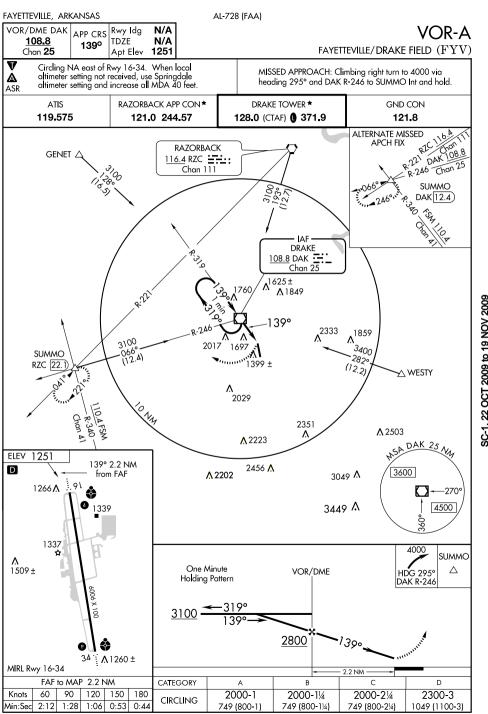
TAKE-OFF RUNWAY 34: Fly runway heading. Thence

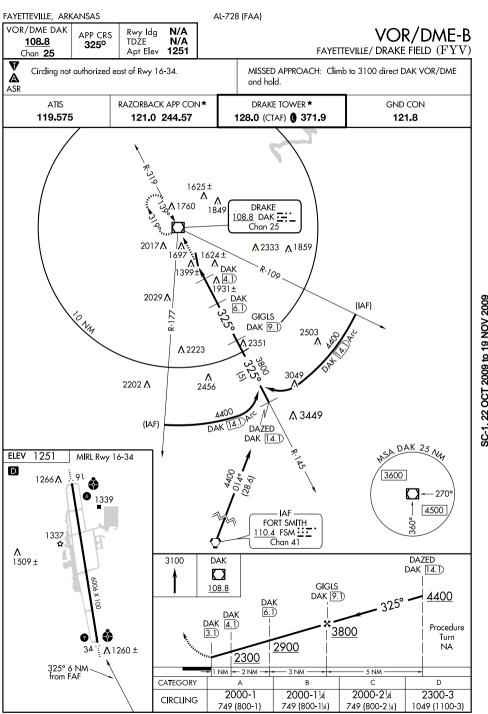
.... Expect radar vectors to filed/assigned route. Climb and maintain 5,000 feet or lower assigned altitude. Expect clearance to filed altitude/flight level ten minutes after departure.

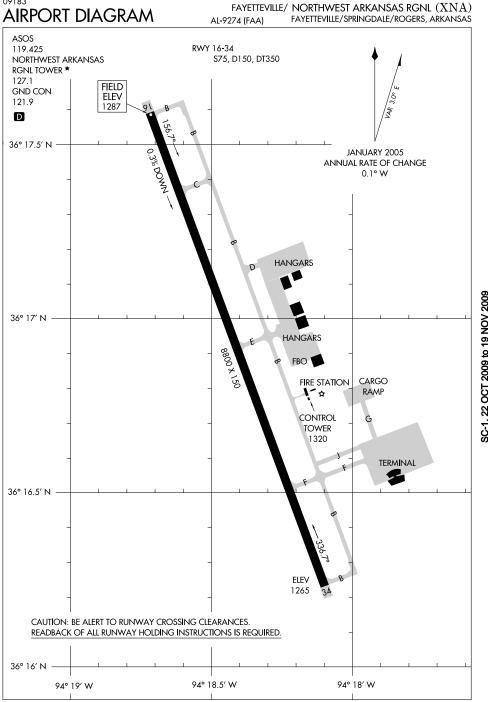
DEPARTURE ROUTE DESCRIPTION

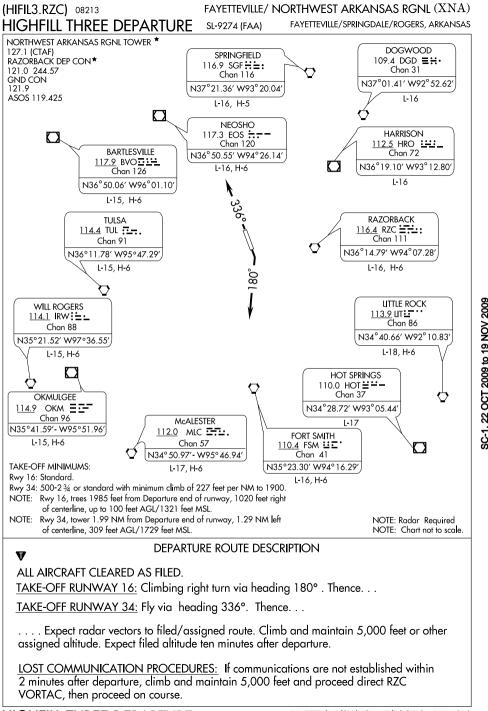
SC-1 22 OCT 2009 to 19 NOV 2009

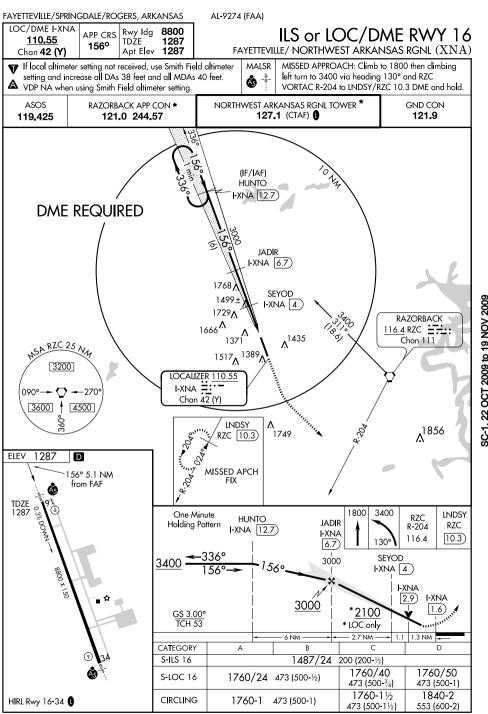


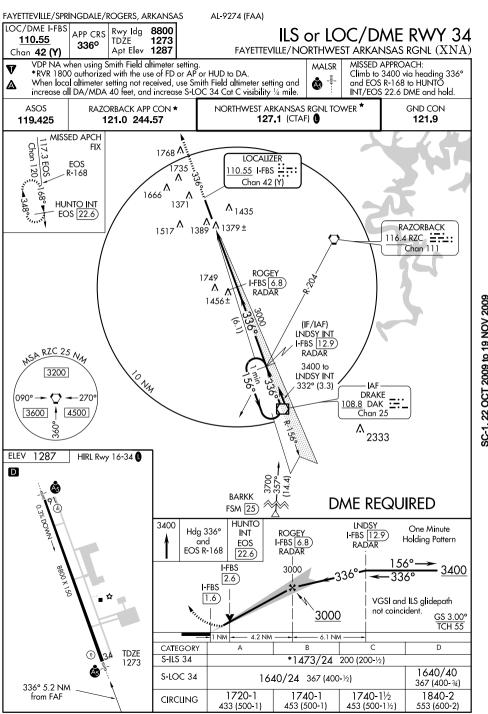


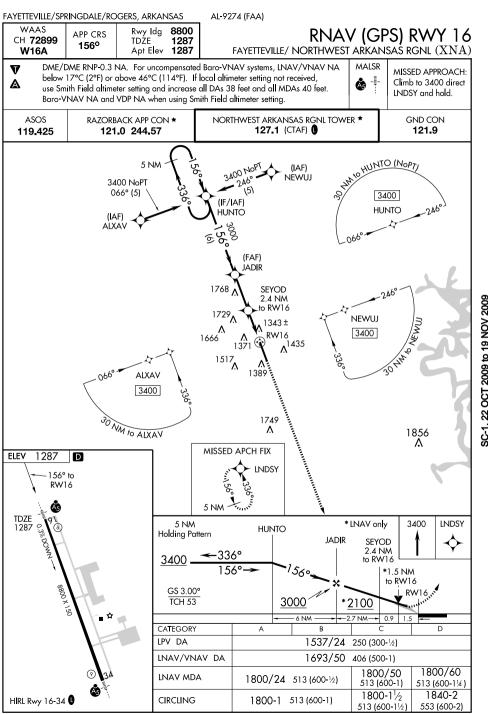


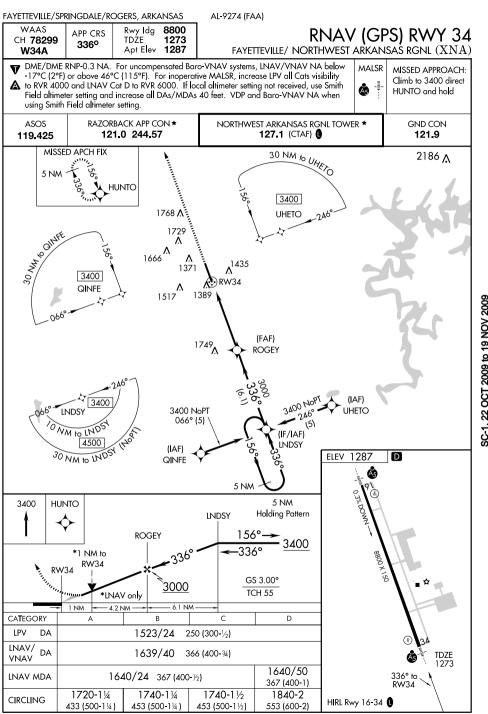






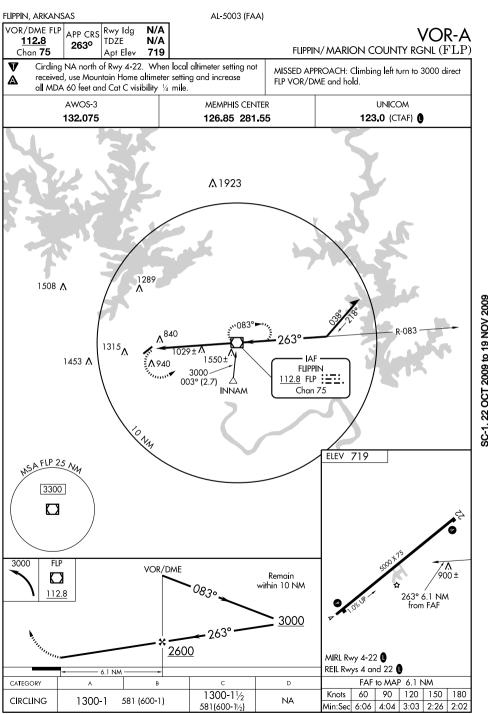


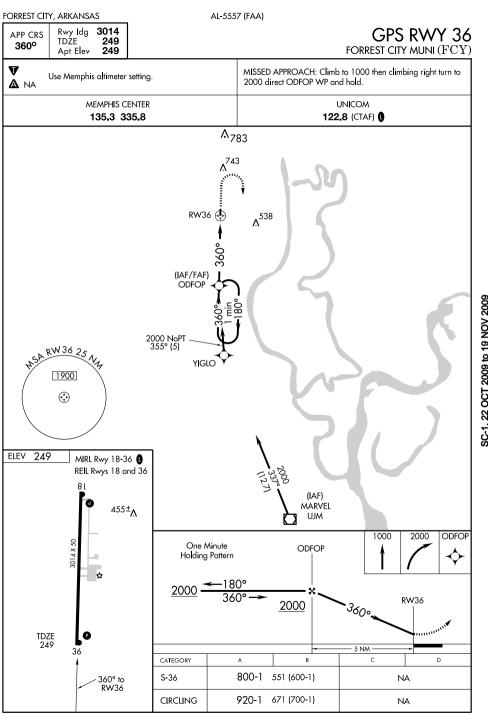


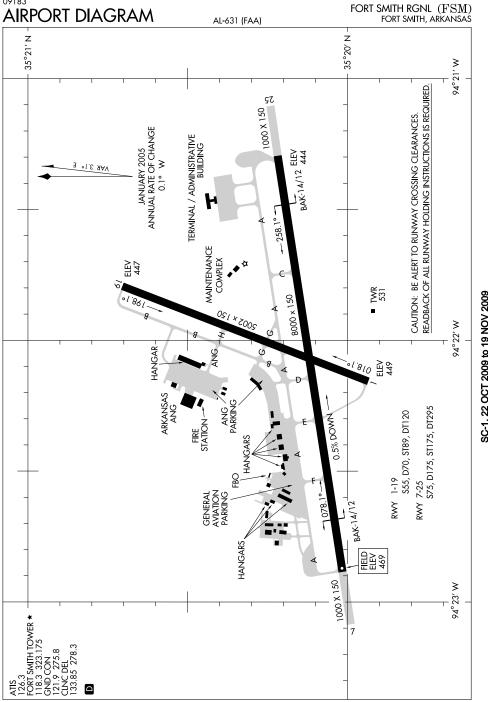


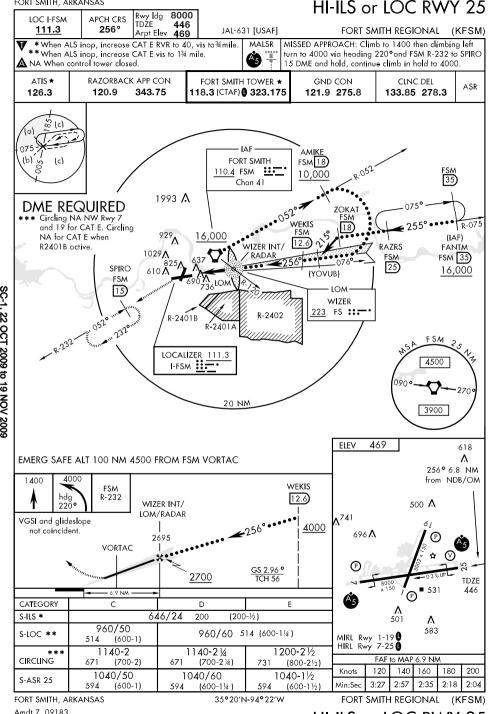
FLIPPIN, ARKANSAS AL-5003 (FAA) Rwy Idg 5000 RNAV (GPS) RWY 4 APP CRS TDŹE 719 048° FLIPPIN/MARION COUNTY RGNL (FLP) Apt Elev 719 Circling NA north of Rwy 04-22, DME/DME RNP -0.3 NA. When local altimeter setting not received, use Mountain Home MISSED APPROACH: Climb to 3400 direct CHIEF altimeter setting and increase all MDA 60 feet, increase LNAV and hold. and circling Cats A and C visibility 1/4 mile. VDP NA when using Mountain Home altimeter setting. AWOS-3 MEMPHIS CENTER UNICOM 132.075 126.85 281.55 123.0 (CTAF) 0 **∆**1923 840 Australian Market Sept. $\Lambda 1508$ Λ₁₂₈₉ 30 NM to VOPBI SC-1 22 OCT 2009 to 19 NOV 2009 3600 1315 ⚠ RW04 1453 Λ **1**940 VOPBU (IAF) (FAF) VOPRI. JÙBŸĹ Ó18° (IF/IAF) WEDUR 3600 ZURIV 719 **ELEV** 30 NM & 4 TOUR THOPT) Ħ 4 NM WEDUR (IAF) 3600 **ZURIV** WEDUR 3900 3400 CHIEF WEDUR Holding Pattern **^.** 900 ± JUBVU **TDZE** 719 2.3 NM 3600 0480 to RW04 2800 RW04 3.05° VGSI and descent angles not coincident. TCH 55 048° to 6 NM 4.1 NM--2.3 NM→ RW04 CATEGORY D 1580-1 1580-11/4 1580-21/2 NA LNAV MDA 861 (900-1) 861 (900-11/4) 861 (900-21/2) MIRL Rwy 4-22 (1580-1 1580-11/4 1580-21/2 **CIRCLING** NA REIL Rwys 4 and 22 861 (900-21/2) 861 (900-1) 861 (900-11/4)

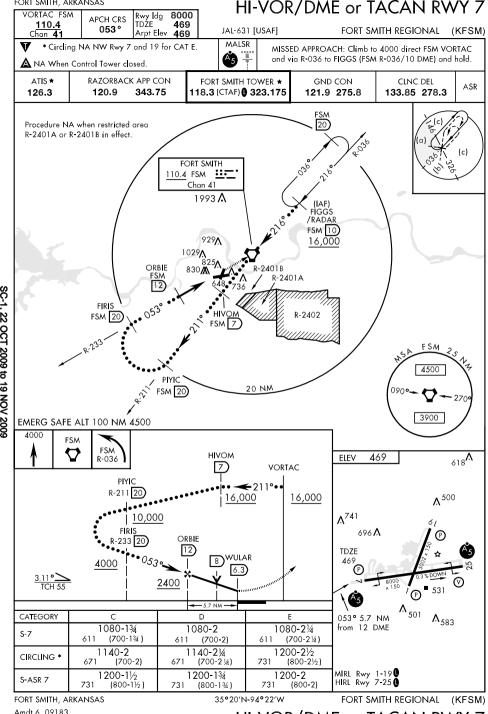
FLIPPIN, ARKANSAS AL-5003 (FAA) Rwy Idg 5000 RNAV (GPS) RWY 22 APP CRS TDŹE 719 228° FLIPPIN/ MARION COUNTY RGNL (FLP) Apt Elev 719 V DME/DME RNP -0.3 NA. Circling NA north of Rwy 04-22. Α Visibility reduction by helicopters NA. When local altimeter setting not received, use Mountain Home altimeter setting MISSED APROACH: Climb to 3600 direct WEDUR and increase all MDAs 60 feet, increase LNAV and circling and hold Cat C visibility 1/4 mile. VDP NA when using Mountain Home altimeter setting. AWOS-3 MEMPHIS CENTER UNICOM 132.075 126.85 281.55 123.0 (CTAF) 0 30 NM to CHIEF (IAF) JUXEG 1923 30 NM to CHIEF JUXEG 3400 (IF/IAF) CHIEF SC-1 22 OCT 2009 to 19 NOV 2009 1508 ⚠ Λ₁₂₈₉ (FAF) RAJFA YUNYU YUBUC 840 2.3 NM YUNYU **€**RW22 to RW22 1315 Annananananananan 3400 1453 Λ A 940 NM to YUNYU ELEV 719 WEDUR 228° to RW22 **TDZE** 3600 WEDUR VGSI and descent angles 719 4 NM CHIEF not coincident Holding Pattern **RAJFA** YUBUC 2.3 NM to RW22 3.05° **^.** 900 ± TCH 52 1.6 NM to RW22 2800 RW22 1500 0.7 4 NM 6 NM CATEGORY Α D $1380 - 1\frac{3}{4}$ NA LNAV MDA 1380 - 1661 (700-1) 661 (700-13/4) MIRL Rwy 4-22 1 1380-13/4 **CIRCLING** 1380-1 661 (700-1) NA REIL Rwys 4 and 22 0 661 (700-134)

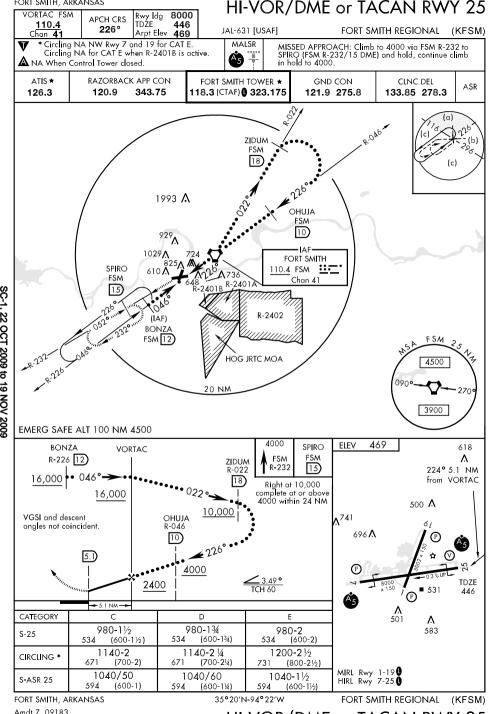


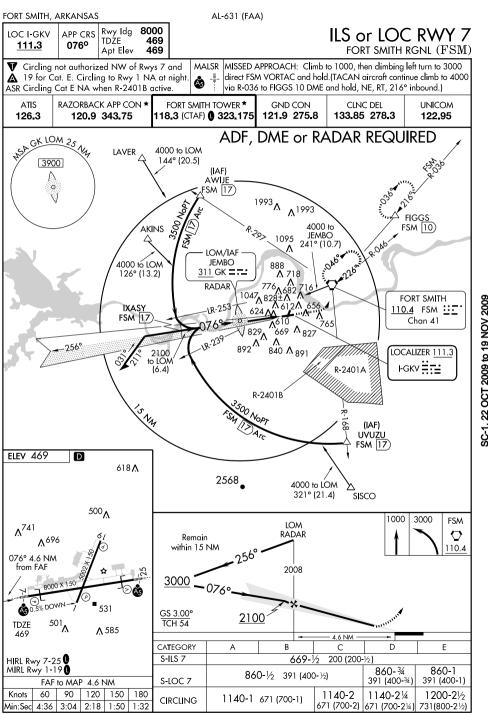




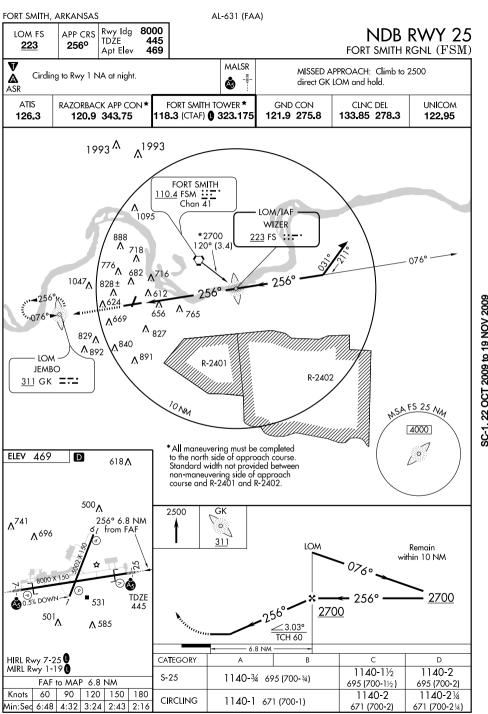


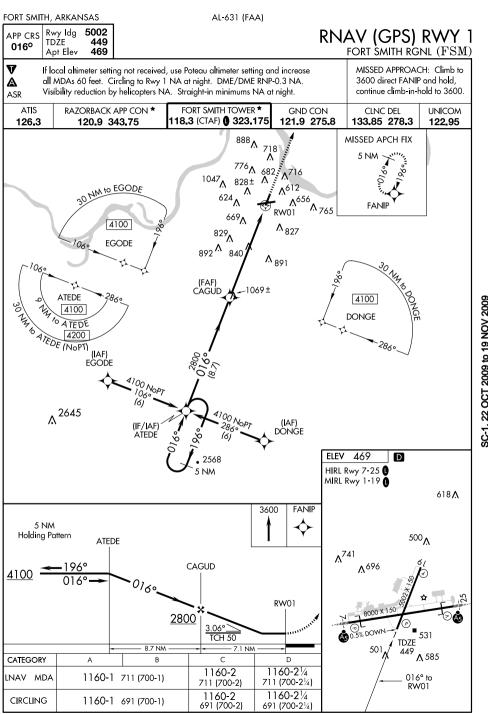


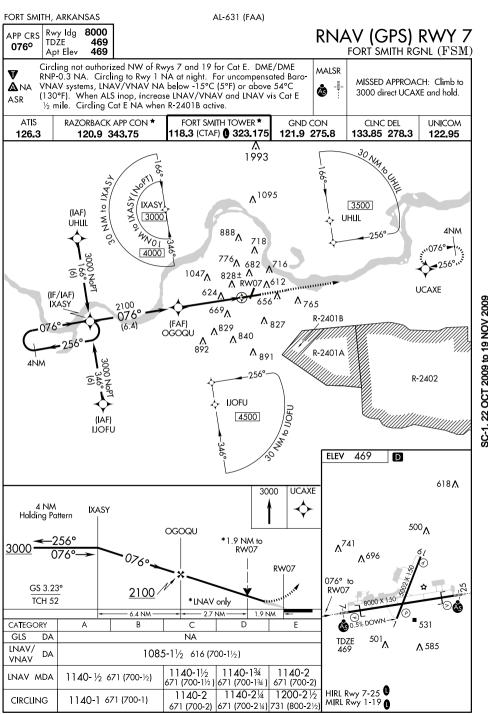


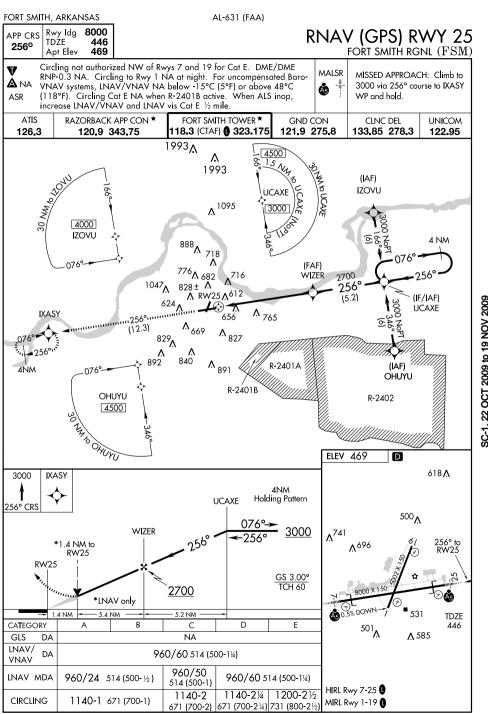


FORT SMITH, ARKANSAS AL-631 (FAA) Rwy Ida 8000 ILS or LOC RWY 25 APP CRS LOC I-FSM TDŹE 446 256° 111.3 FORT SMITH RGNL (FSM) Apt Elev 469 Circling not authorized NW of Rwys 7 and 19 MALSR MISSED APPROACH: Climb to 2500 direct JEMBO LOM v for Cat E. Circling to Rwy 1 NA at night. and hold. (TACAN aircraft climb to 1200 then climbing # Visibility Cat A/B/C/D RVR 1800 authorized Δ left, then to 4000 via FSM R-232 to SPIRO Int/15 DME å with the use of FD or AP or HUD to DA. ASR and hold southwest, right turn, 052° inbound.) Circlina Cat E NA when R-2401B active ATIS RAZORBACK APP CON★ FORT SMITH TOWER * GND CON CLNC DEL UNICOM 118.3 (CTAF) 0 323.175 126.3 120.9 343.75 121.9 275.8 133.85 278.3 122.95 (IAF) Not authorized when Restricted AŸUŴU Area R-2401 or R-2402 in effect. 1993 FSM [10) ** All maneuvering must be completed to the north side of approach course. Standard width not provided between non-maneuvering side of approach course and R-2401 and R-2402. FORT SMITH 110.4 FSM **∷** Chan 41 LOM/IAF LOCALIZER 111.3 1095 WIZER I-FSM LR-076 **3100 888 223 FS ::: λ ₇₁₈ 120° (3.4) RADAR ⁷⁷⁶Λ SC-1 22 OCT 2009 to 19 NOV 2009 682 1047<u>/</u>1 256° R-088 **OCEXA ∧**828± 612 FSM 10 624 27Ó0 ∧⁷⁶⁵ 656⁷. (7.4)LR-100 ∧⁶⁶⁹ ۸⁸²⁷ R-2401B *3₁₀₀ K-737 ۸ 124.81 **^**840 ۸⁸⁹¹ 052° SPIRO 892 R-2401A FSM 15 23²⁸, LOM MAGGA **JEMBO** NSAFS 25 M 311 GK =.-R-2402 10 NM 4000 (IAF) **ELEV** 469 D ÚXAĎY 618 A FSM 10 ADF REQUIRED ⁵⁰⁰Λ SISCO ۸⁷⁴¹ 256° 6.8 NM 2500 GK ∧⁶⁹⁶ √ 。 Remain LOM within 15 NM INT/RADAR 311 2697 8000 X 150 3100 531 **TDZE** GS 2.96° ⁵⁰¹^ 446 2700 TCH 56 **∧** 585 6.8 NM CATEGORY В Е #646/24 200 (200-1/2) HIRL Rwy 7-25 0 S-ILS 25 MIRL Rwy 1-19 (960/50 S-LOC 25 960/24 514 (500-1/2) 960/60 514 (500-11/4) FAF to MAP 6.8 NM 514 (500-1) 1140-21/4 60 90 120 150 180 1200-21/2 Knots 1140-2 CIRCLING 1140-1 671 (700-1) 671 (700-2) |671 (700-21/4) |731 (800-21/2) Min:Sed 6:48 4:32 3:24 2:43 2:16

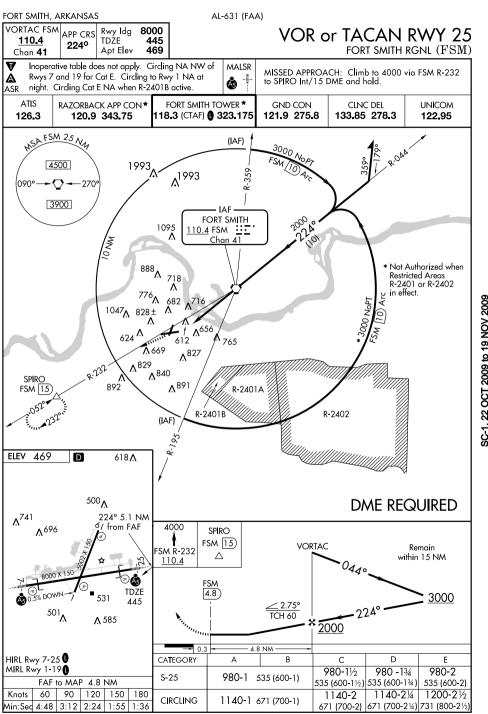


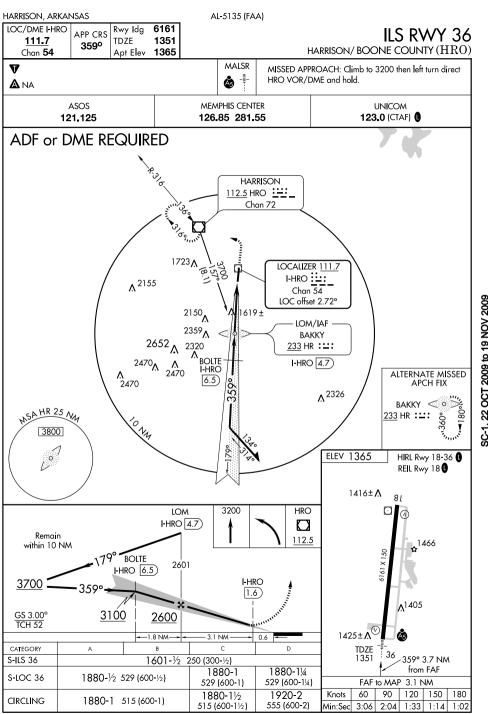


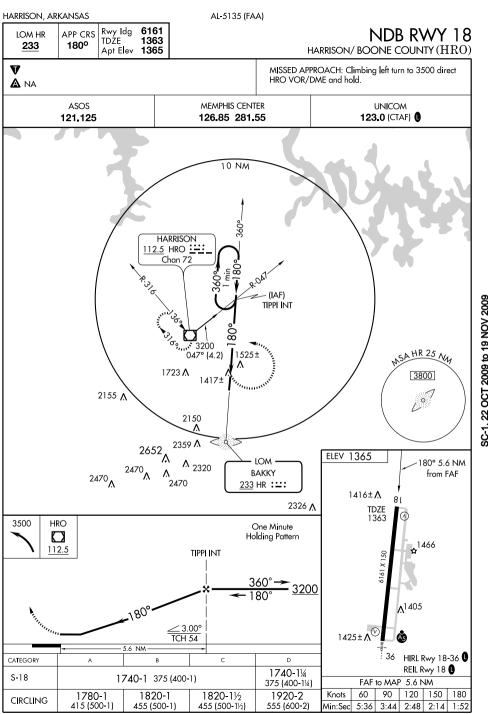


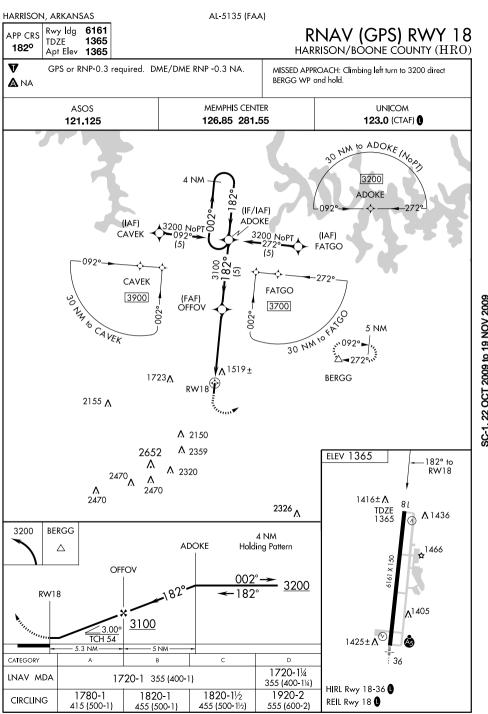


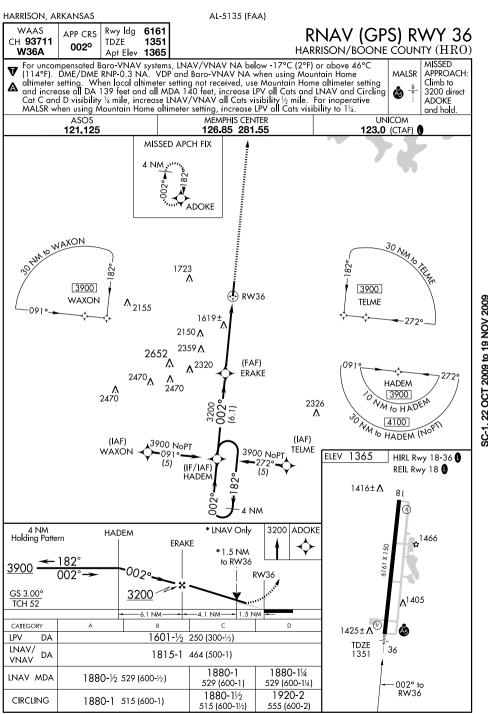
FORT SMITH, ARKANSAS AL-631 (FAA) VORTAC FSM Rwy Ida 8000 VOR/DME or TACAN RWY 7 APP CRS 110.4 TDŹE 469 0530 FORT SMITH RGNL (FSM) Apt Elev 469 Chan 41 MISSED APPROACH: Climb to 2100 direct FSM VORTAC and hold. (TACAN aircraft dimbing left turn to 4000 direct FSM VORTAC then via R-036 to FIGGS 10 DME and hold northeast, right turn 216° inbound.) Inoperative table does not apply. Circling not MALSR authorized NW of Rwys 7 and 19 for Cat E. A Circling to Rwy 1 NA at night. Circling Cat E NA ASR when R-2401B active. ATIS RAZORBACK APP CON ★ FORT SMITH TOWER * GND CON UNICOM CLNC DEL 118.3 (CTAF) 0 323.175 121.9 275.8 133.85 278.3 122.95 126.3 120.9 343.75 (IAF) AWIJE FSM 17 ¹⁹⁹³∧ Λ¹⁹⁹³ **FIGGS** FSM [10) $\epsilon_{\tilde{Q}_{\mathcal{P}}}$ ۸¹⁰⁹⁵ FORT SMITH 888 110.4 FSM **∷**-Chan 41 SC-1 22 OCT 2009 to 19 NOV 2009 (IAF) ORB<u>IE</u> -612 3700 to ORBIE Λ₆₅₆ Λ₇₆₅ 233° (12) FSM 12 ۸⁸²⁹ ۸ ۸ 892 ۸₈₂₇ MSA FSM 25 Ny 891 R-2402 R-2401B 2400 4500 (5)JALGU FSM 17 3900 Λ²⁶⁴⁵ ELEV 469 (IAF) D 618 A UVUZU FSM [17] 2568 2100 FSM 500_^ ۸⁷⁴¹ \Diamond 110.4 ^696 **ORBIE** FSM 12) Remain **TDZE** within 15 NM 233° 469 3.11° ≤ 8000 X 150 TCH 52 **FSM FSM** 3700: 531 8.1) 6.3) 0530 ₫ 585 2400 from FAF 3.9 NM -- 1.8 NM → В D F CATEGORY Α C 1080-2 1080-134 1080-21/4 S-7 1080-1 611 (700-1) 611 (700-1%) 611 (700-2) 611 (700-21/4) HIRL Rwy 7-25 **1** 1140-2 1140-21/4 1200-21/2 CIRCLING 1140-1 671 (700-1) 671 (700-2¼) 731 (800-2½) MIRL Rwy 1-19 671 (700-2)

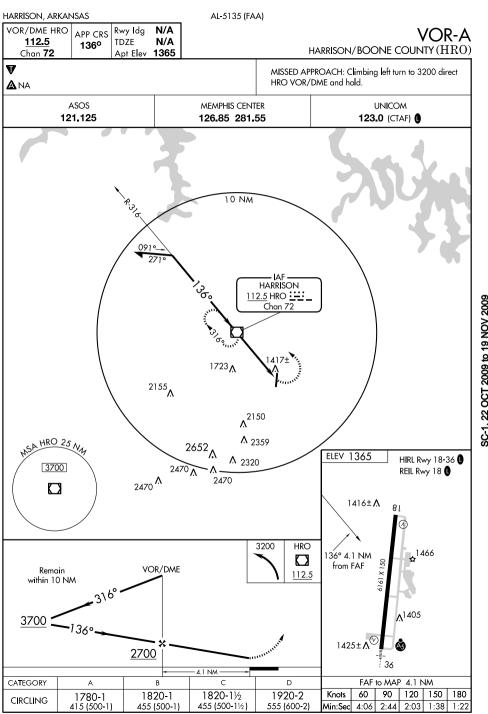


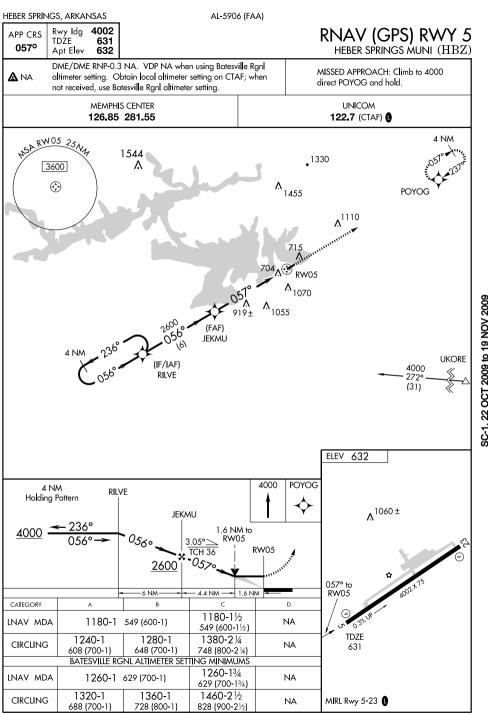


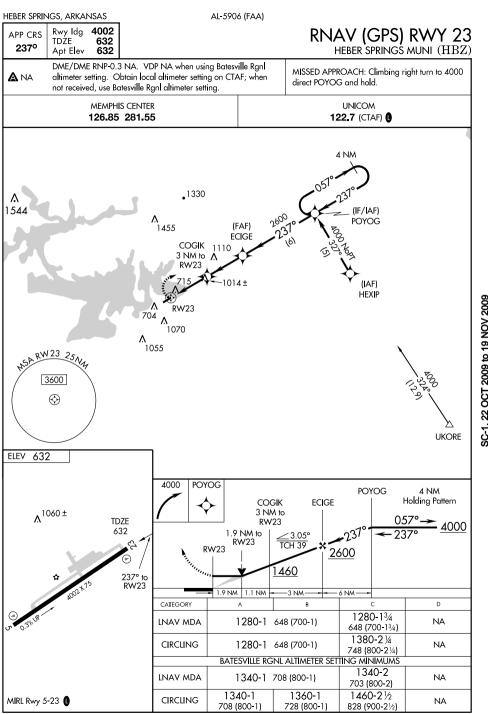


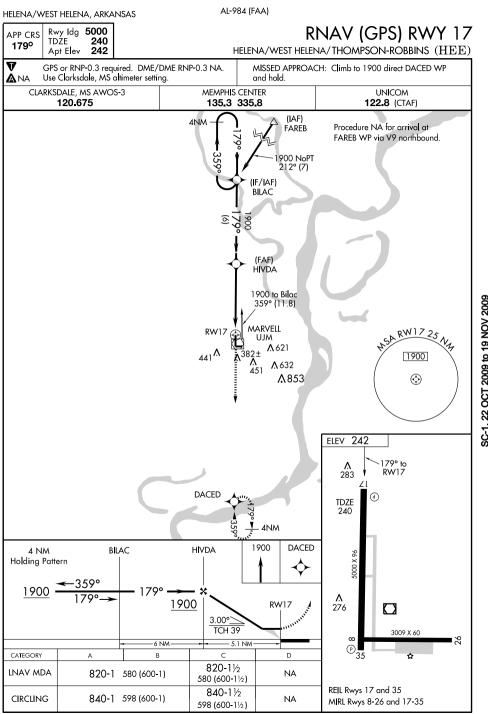


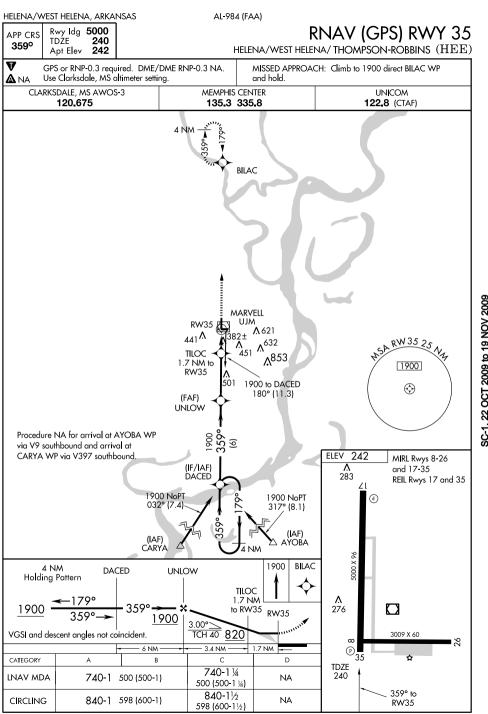


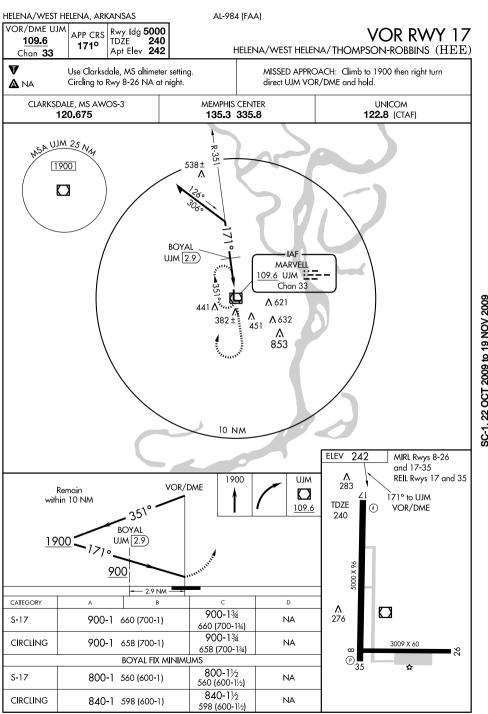


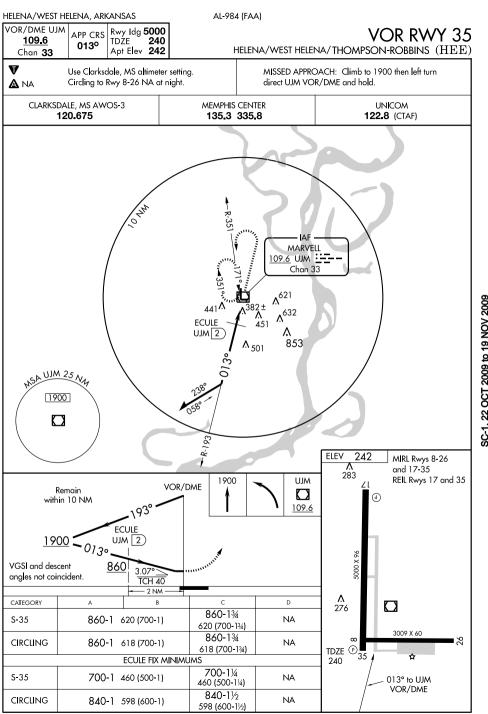


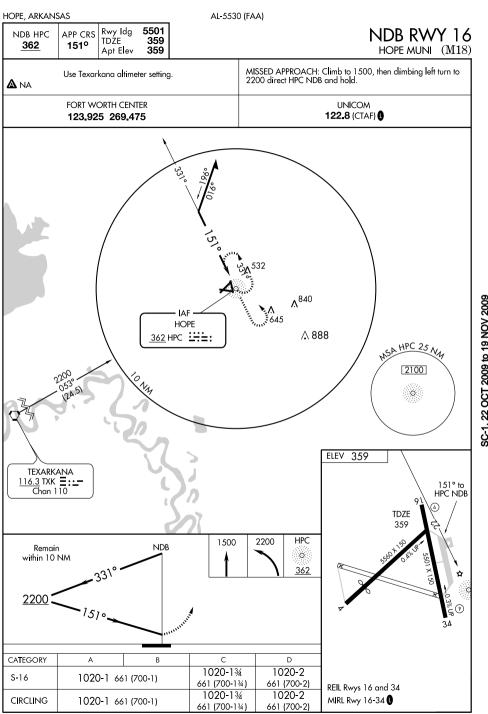


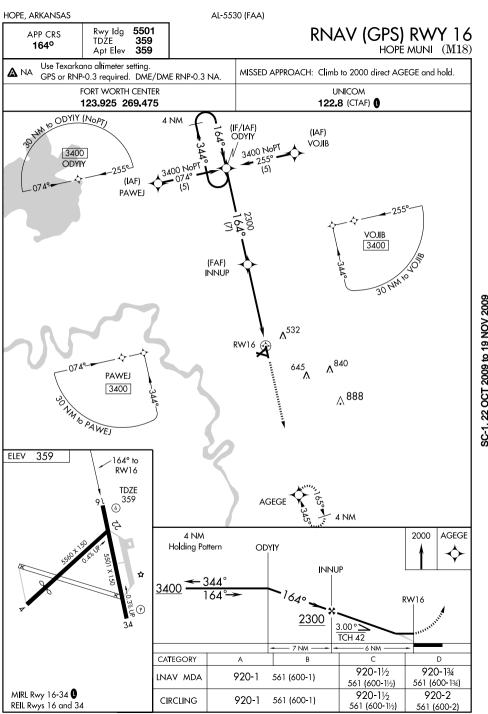


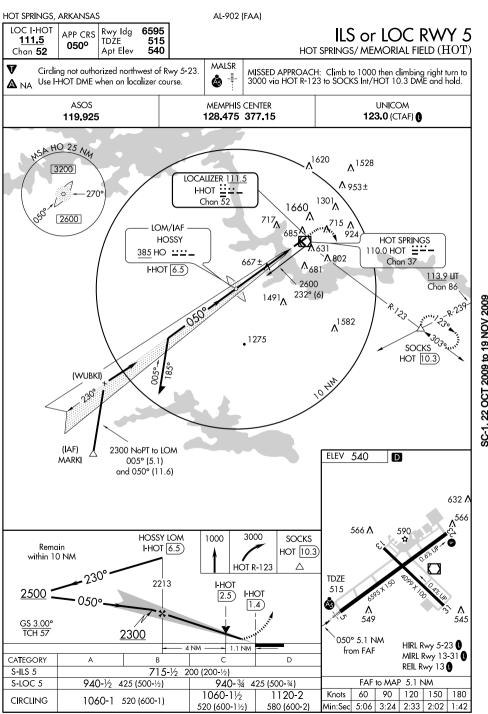


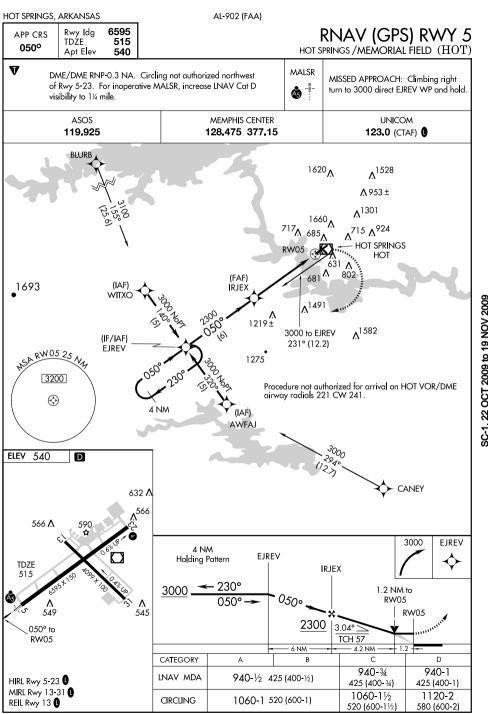


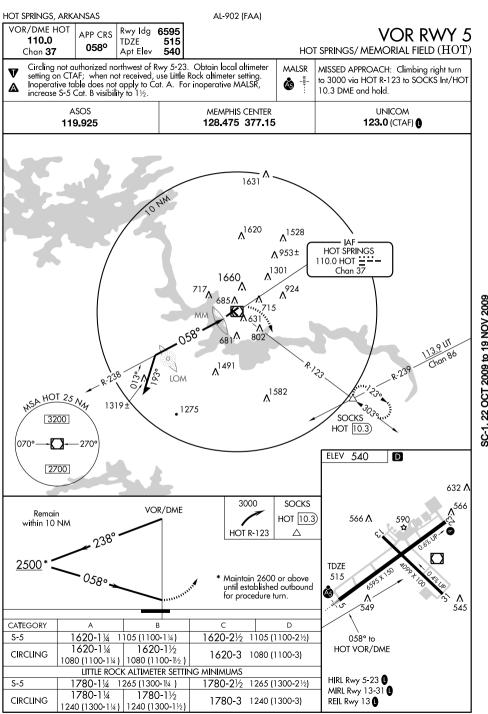




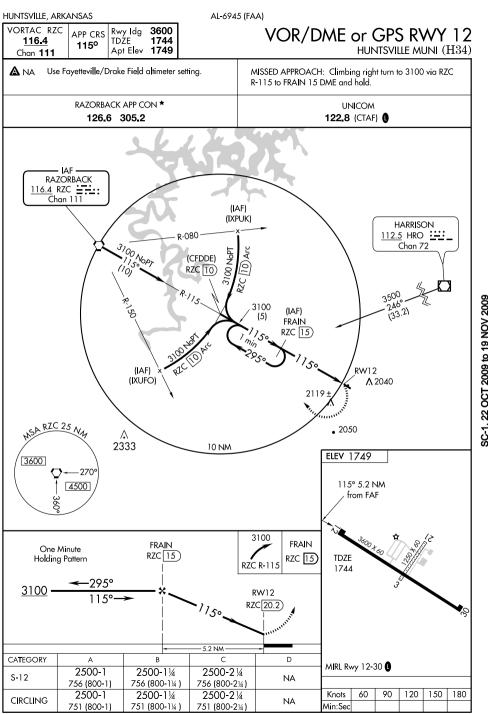


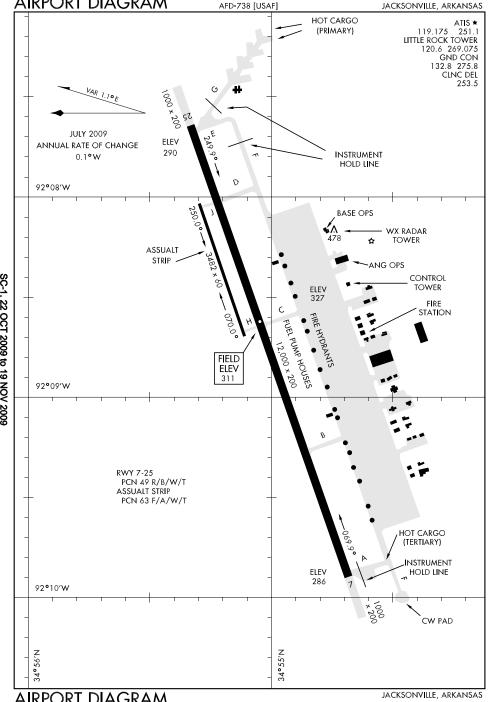


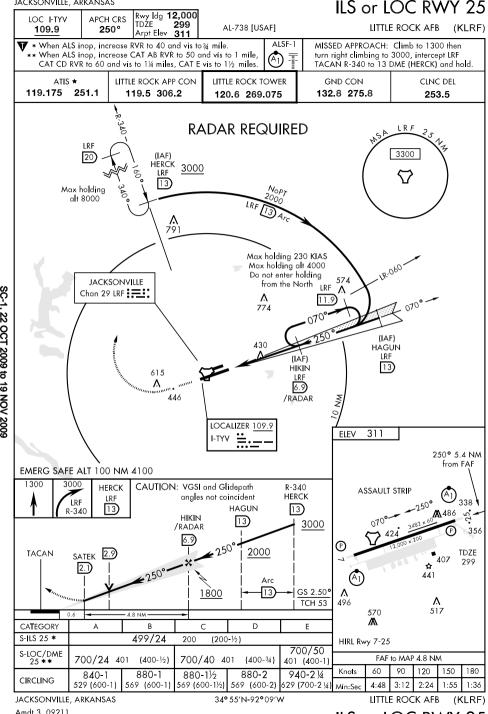


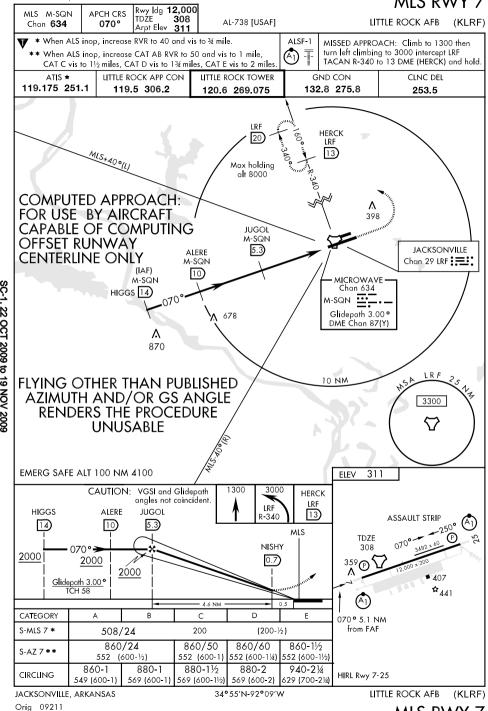


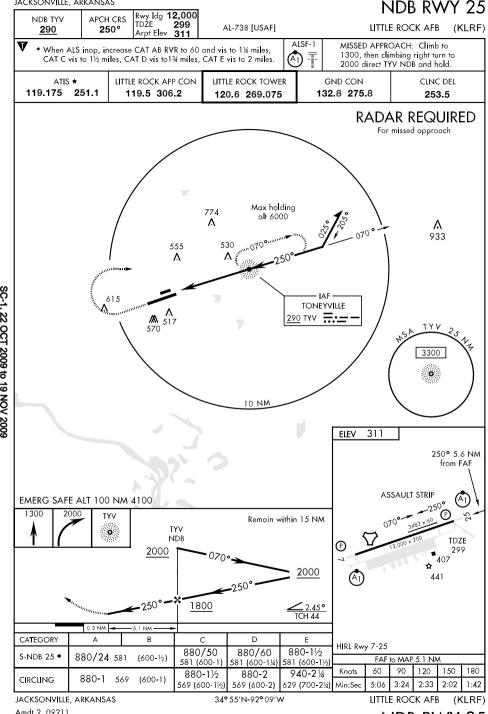
HOT SPRINGS, ARKANSAS AL-902 (FAA) VOR/DME HOT Rwy Idg 6595 **ZAPLE VOR RWY 5** APP CRS 110.0 TDZE 515 058° HOT SPRINGS/MEMORIAL FIELD (HOT) Chan **37** Apt Elev 540 Circling not authorized northwest of Rwy 5-23. Obtain local altimeter setting on CTAF; when not received, use Little Rock altimeter setting. Memorial Field altimeter setting minimums: for inoperative MALSR, increase S-5 Cat. D visibility to 1½. MALSR MISSED APPROACH: Climb right turn to 3000 via HOT R-123 to SOCKS Int/HOT 10.3 DME and hold. ASOS MEMPHIS CENTER UNICOM 119.925 128.475 377.15 123.0 (CTAF) (NSA HOT 25 M 1631 3200 270 ^¹⁶²⁰ ۸¹⁵²⁸ 2700 ∧ ^{953±} HOT SPRINGS 110.0 HOT =--**^**1301 Chan 37 1660 ∧⁹²⁴ 717 1 685 Λ.₇₁₅ SC-1 22 OCT 2009 to 19 NOV 2009 802 (IAF) 713.9 III ZAPLE INT 2500 Chan 86 HOT 5.9 238° (5.9) ۸¹⁴⁹¹ 05^{8°} R-239 LOM ۸¹⁵⁸² HOSSY 385 HO ::: R.238 •1275 SOCKS HOT 10.3 ELEV 540 D 3000 ZAPLE INT SOCKS Remain HOT [5.9) HOT 10.3 within 10 NM 632 / 238° HOT R-123 Λ 566 566 Λ 590 2500 VOR/DME 0580 2200 3.07° TDZE TCH 45 515 5 1 NM CATEGORY D 940-1 940-34 549 545 S-5 940-1/2 425 (500-1/2) 425 (500-1) 425 (500-34) 1060-11/2 1120-2 058° to CIRCLING 1060-1 520 (600-1) 580 (600-2) 520 (600-11/2) HOT VOR/DME LITTLE ROCK ALTIMETER SETTING MINIMUMS 1080 - 11080-11/4 S-5 1080-1/2 565 (600-1/2) HIRL Rwy 5-23 0 565 (600-11/4) 565 (600-1) MIRL Rwy 13-31 1200-134 1260-21/4 CIRCLING 1200-1 660 (700-1) REIL Rwy 13 1 660 (700-1%) 720 (800-21/4)

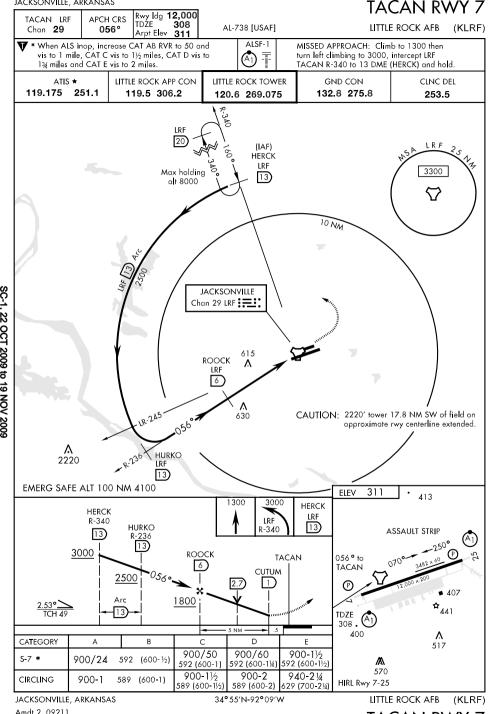


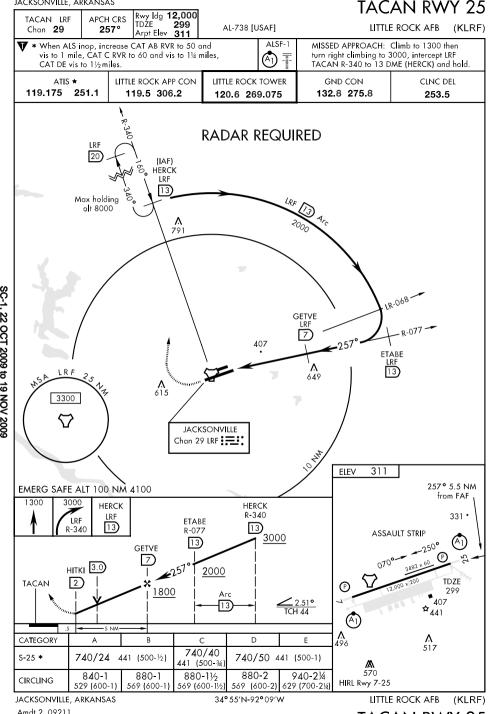


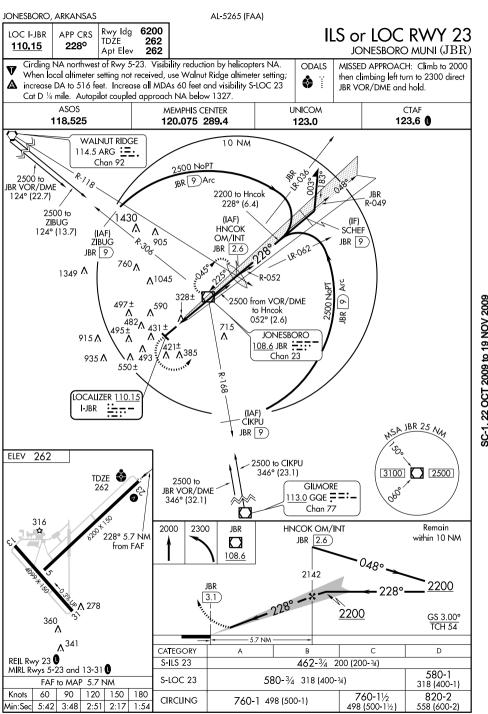












SC-1 22 OCT 2009 to 19 NOV 2009

JONESBORO, ARKANSAS AL-5265 (FAA) Rwy Idg 4099 APP CRS TDŹE 258 313° Apt Elev 262

REIL Rwy 23 0

MIRL Rwys 5-23 and 13-31

RNAV (GPS) RWY 31

562 (600-11/2)

820-11/2

558 (600-11/2)

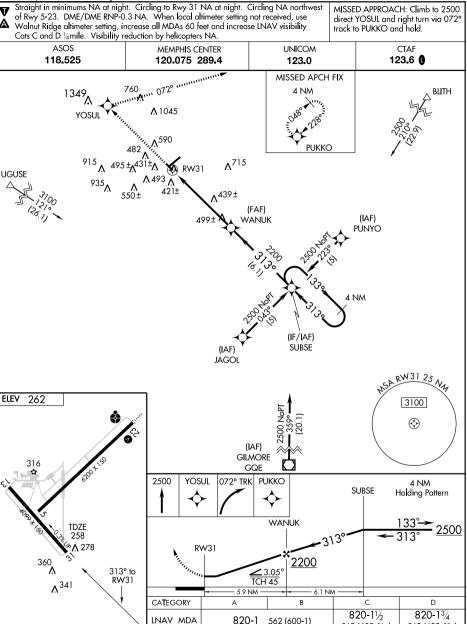
562 (600-13/4)

820-2

558 (600-2)

JONESBORO MUNI (JBR)

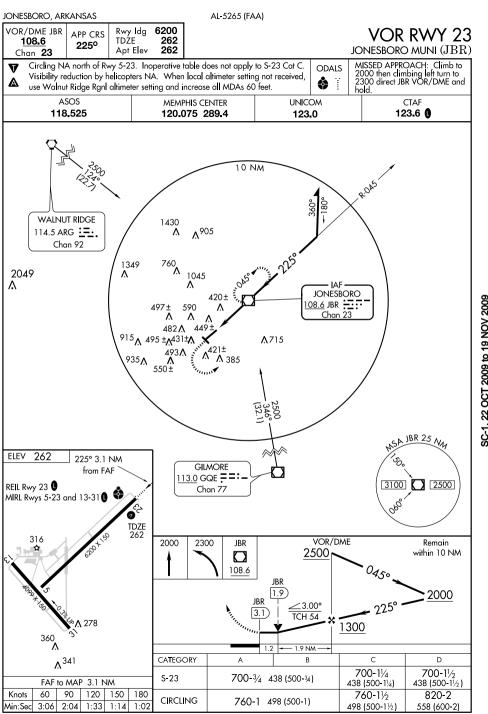
SC-1 22 OCT 2009 to 19 NOV 2009

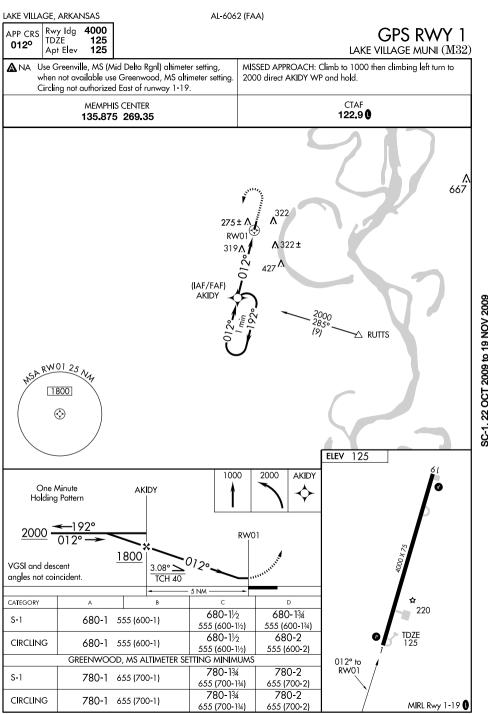


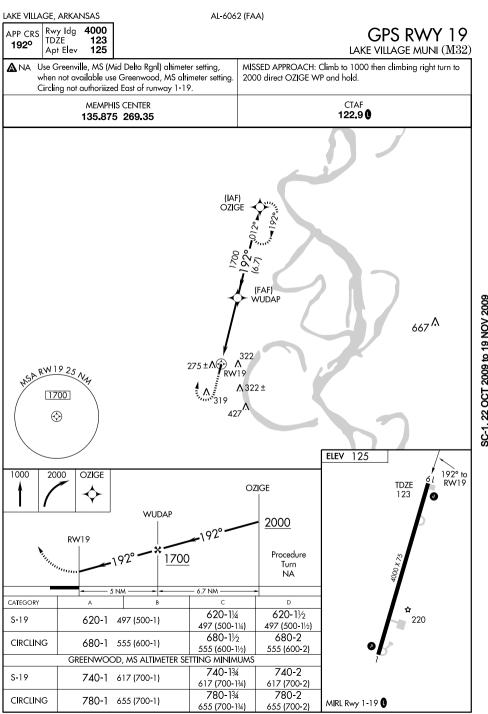
CIRCLING

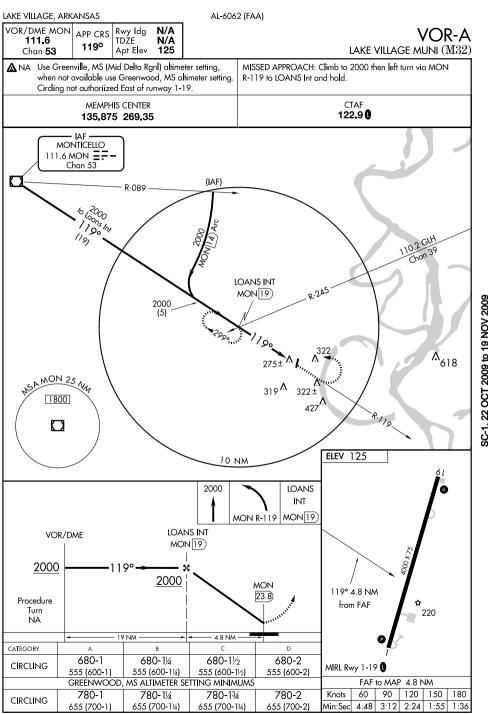
820-1

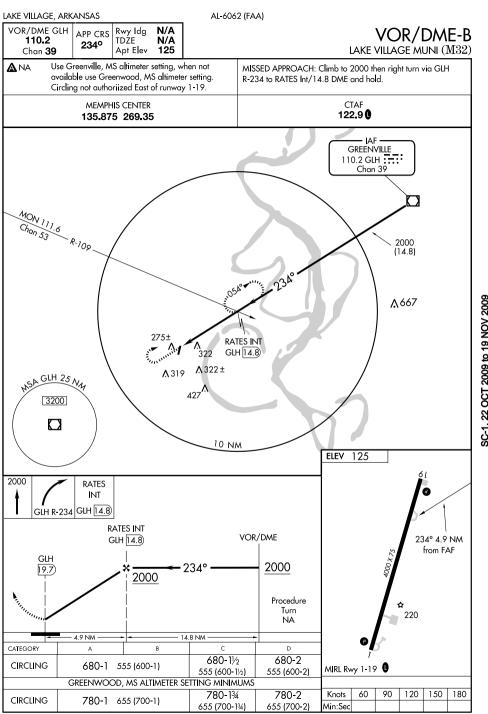
558 (600-1)

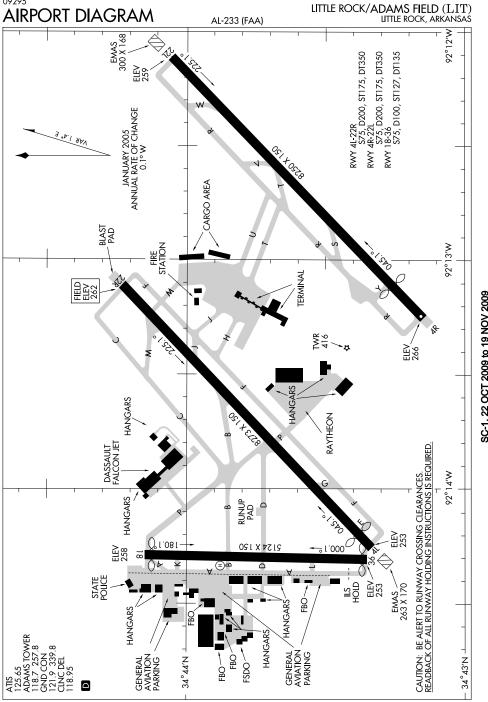


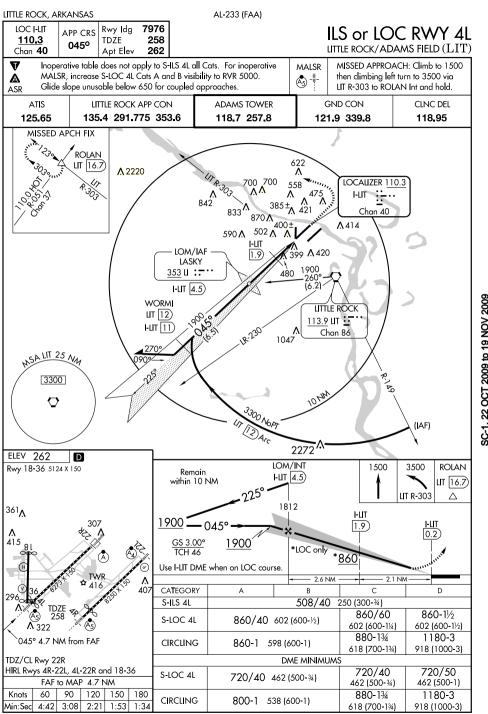


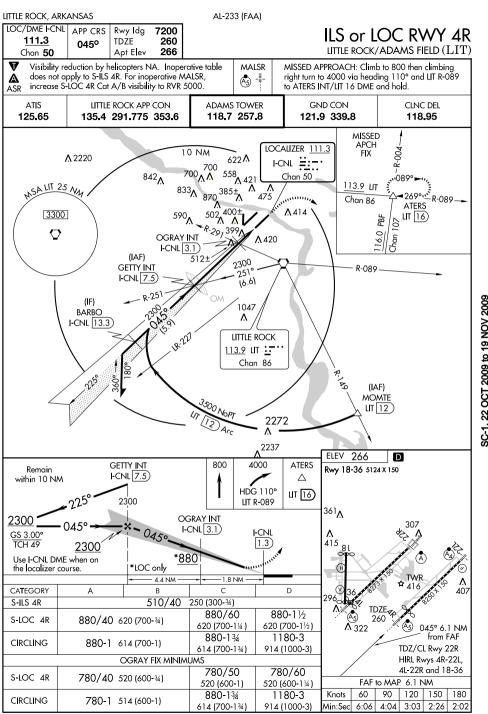


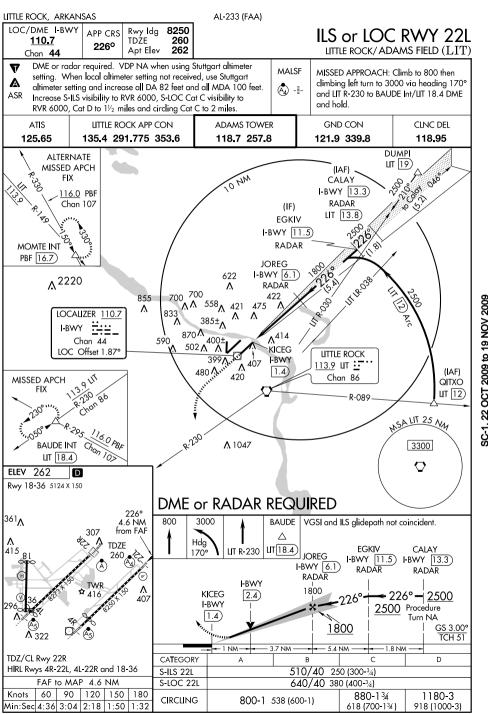


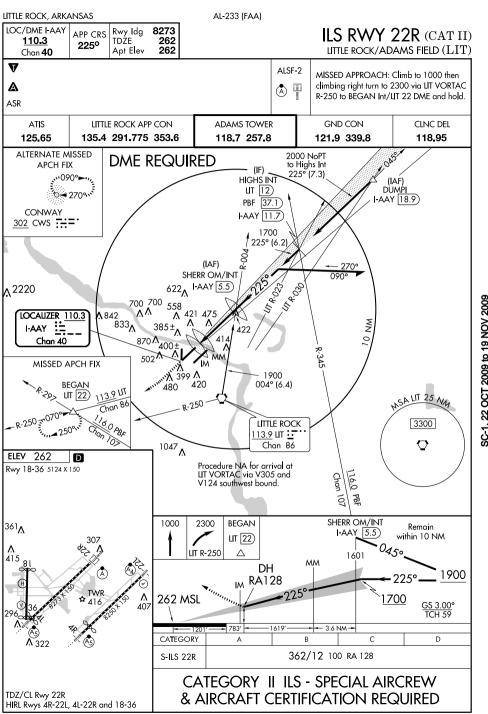


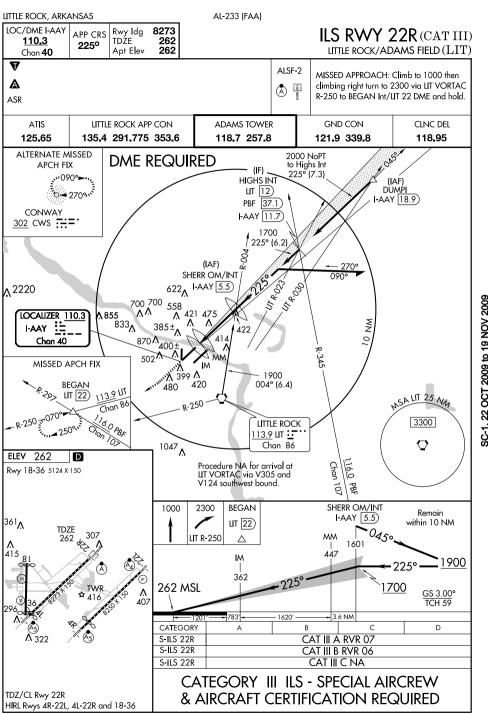


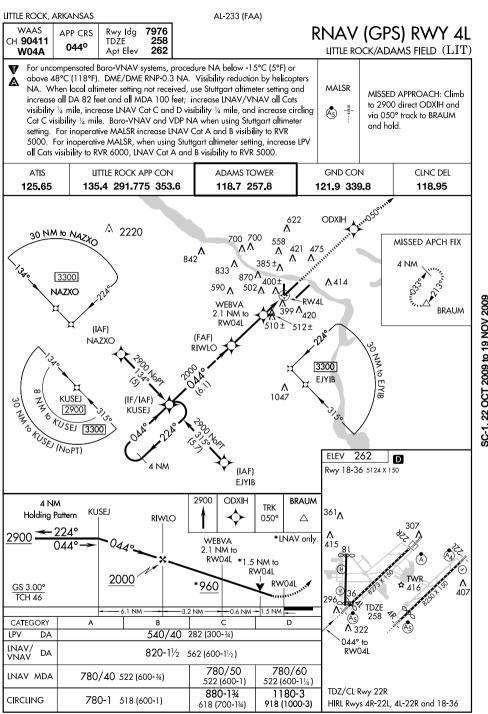


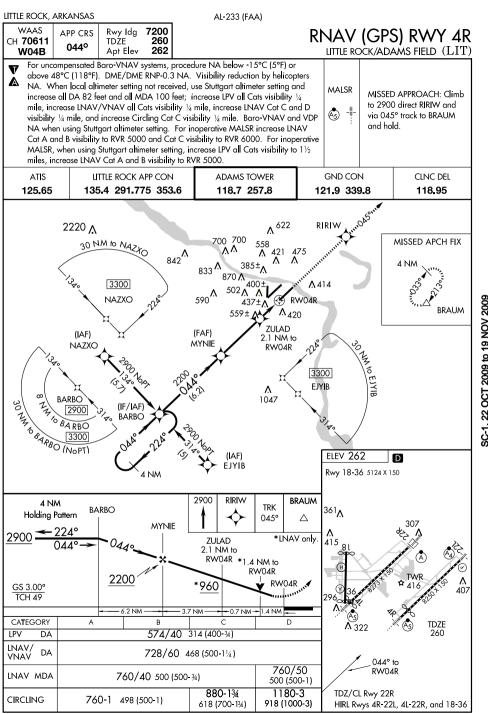


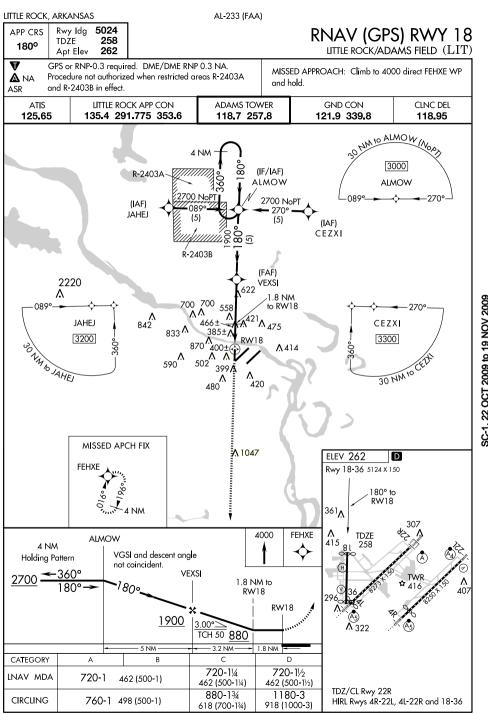




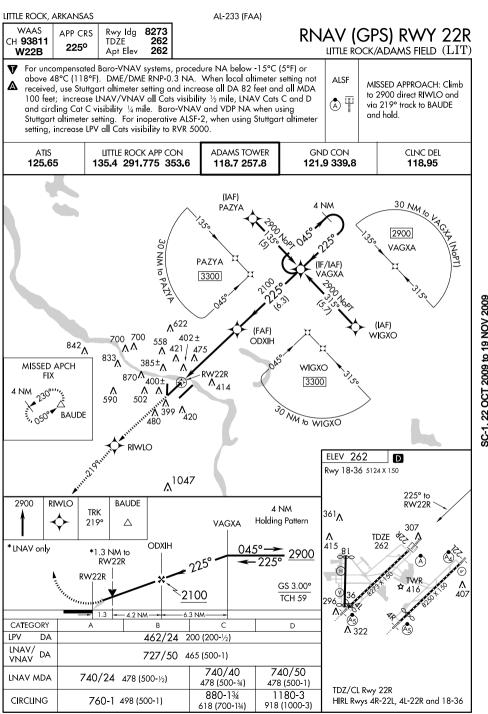


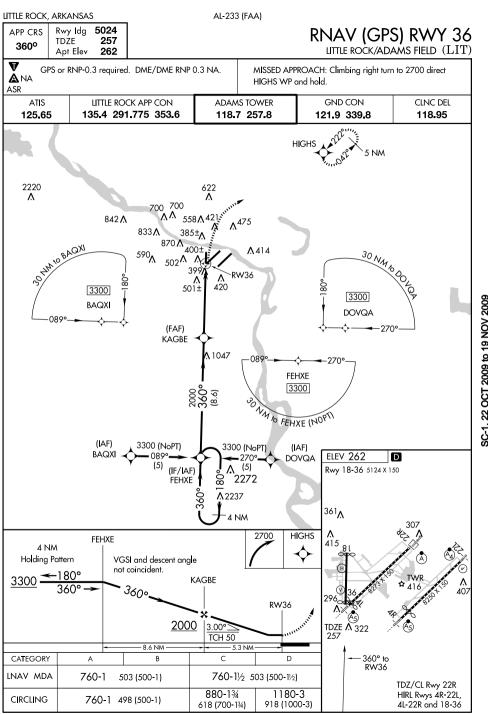


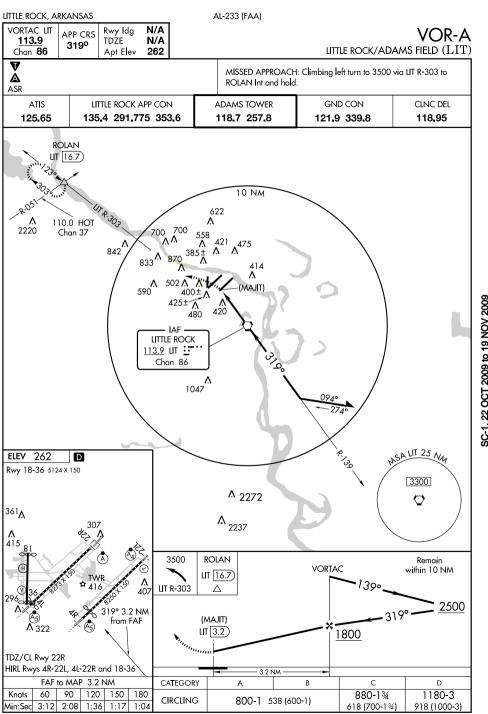


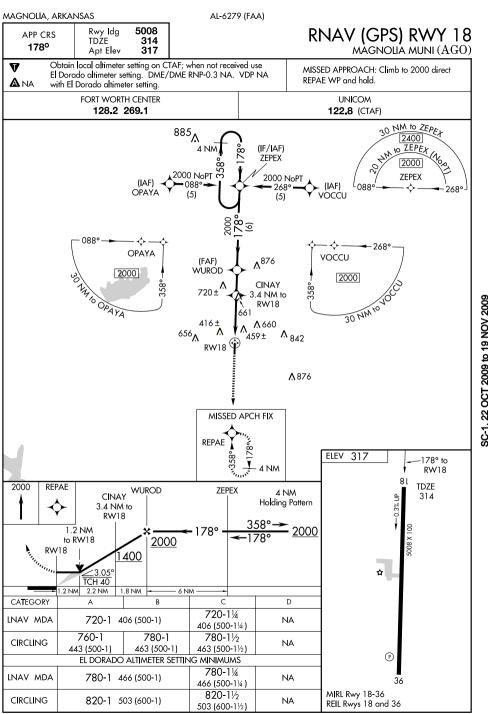


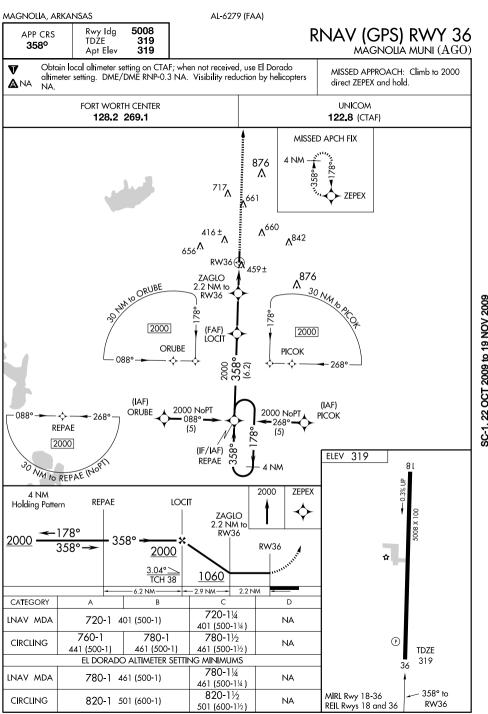
LITTLE ROCK, ARKANSAS AL-233 (FAA) RNAV (GPS) RWY 22L WAAS Rwy Idg 8250 APP CRS CH 42811 TDŹE 260 225° LITTLE ROCK/ADAMS FIFLD (L.IT) Apt Elev 262 W22A f v For uncompensated Baro-VNAV systems, procedure NA below -1.5°C (5°F) or above A 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet and all MDA 100 feet; and increase LPV all Cats, LNAV/VNAV all Cats. MALSE LNAV Cat C and circling Cat C visibility 1/4 mile. Increase LNAV Cat D visibility 1/2 mile. MISSED APPROACH: Climb to 2900 direct MYNIE and Baro-VNAV and VDP NA when using Stuttgart altimeter setting. Inoperative table (A) -1via 222° track to BAUDE and does not apply to LPV, LNAV/VNAV or LNAV Cat C and D. For inoperative MALSF increase LNAV Cat A and B visibility to RVR 5000. When using Stuttgart altimeter setting, inoperative table does not apply to LPV, LNAV/VNAV or LNAV Cat C and D. For inoperative MALSF, when using Stuttgart altimeter setting, increase LNAV Cat A and B visibility to RVR 5000. ATIS LITTLE ROCK APP CON ADAMS TOWER GND CON CLNC DEL 135.4 291.775 353.6 118.7 257.8 121.9 339.8 118.95 125.65 30 NM COURTH INCELL OF THE STATE INCELLOR OF T 4NM (IAF) PAZYA 30 NM to PAZYA (IF/IAF) UTEWE 3300 SC-1 22 OCT 2009 to 19 NOV 2009 622 (IAF) (FAF) WIGXO 700 700 422 558 RIRIW ^ 421 475 842 1 385 ±∕\ ۸ 833**V** 408± WIGXO 870 A_{400 ±} MISSED APCH FIX **^**\ **RW22I** 502 399 Ann 4 NM ۸₄₂₀ NM to WIGXO BAUDE ELEV 262 D Rwy 18-36 5124 X 150 MYNIF <u>∧</u>885 2900 MYNIE BAUDE 225° to 361**^** UTFWF RW22L TRK 4 NM Δ Holding Pattern 222° RIRIW **TDZE ∧** 415 260 *LNAV only *1.2 NM to RW22L RW22L GS 3.00° 407 2000 TCH 50 1.2 - 4.1 NM-CATEGORY D ₹322 LPV 543/50 283 (300-1) DA LNAV/ DA 773-13/4 513 (600-13/4) VNAV LNAV MDA 680/40 420 (500-34) 680/60 420 (500-11/4) TDZ/CL Rwy 22R 880-13/4 1180 - 3760-1 498 (500-1) CIRCLING HIRL Rwys 4R-22L, 4L-22R and 18-36 918 (1000-3) 618 (700-1¾)

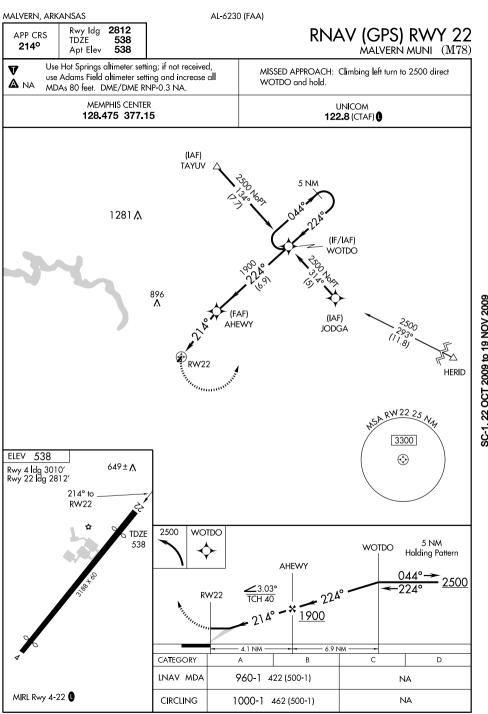


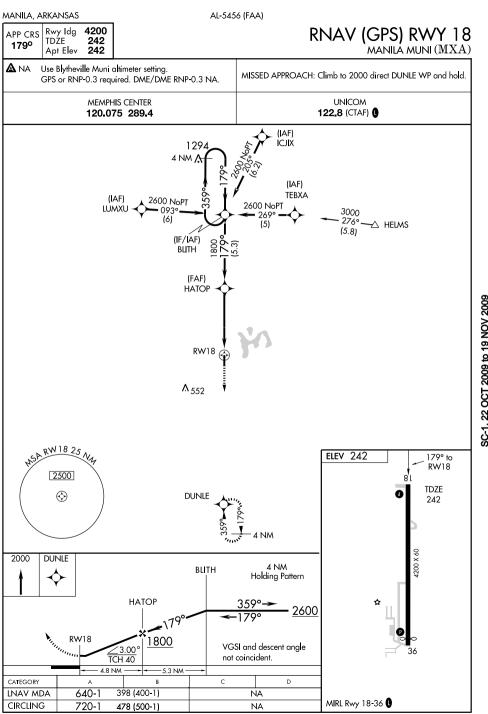


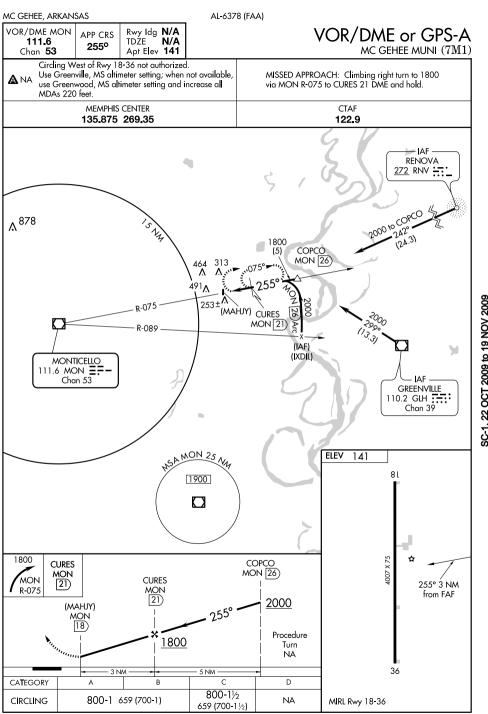


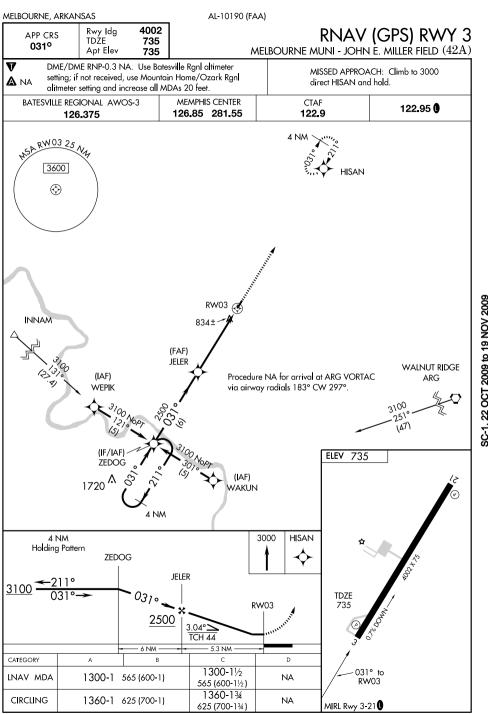


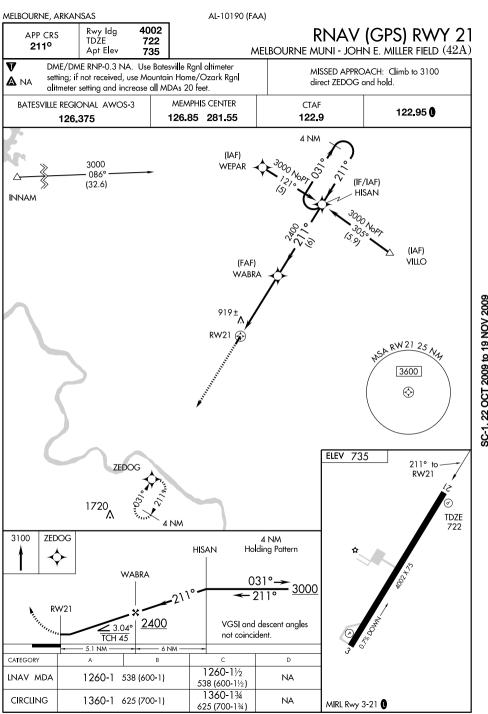


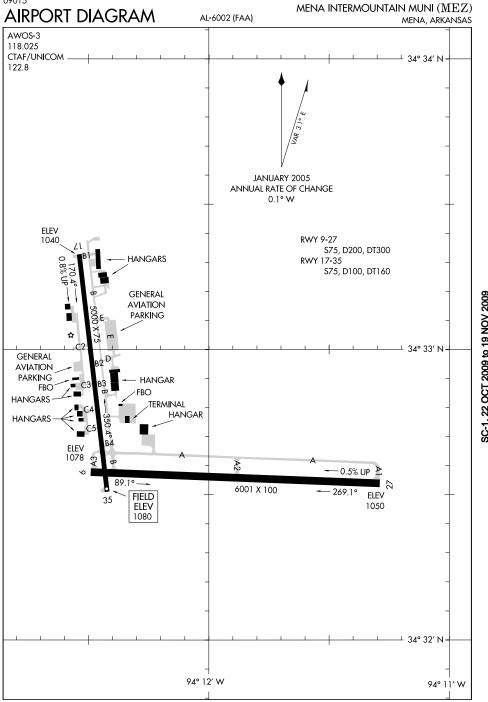


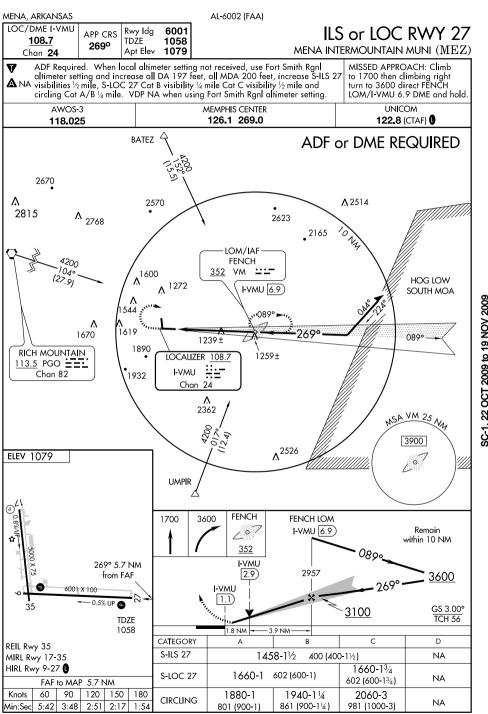


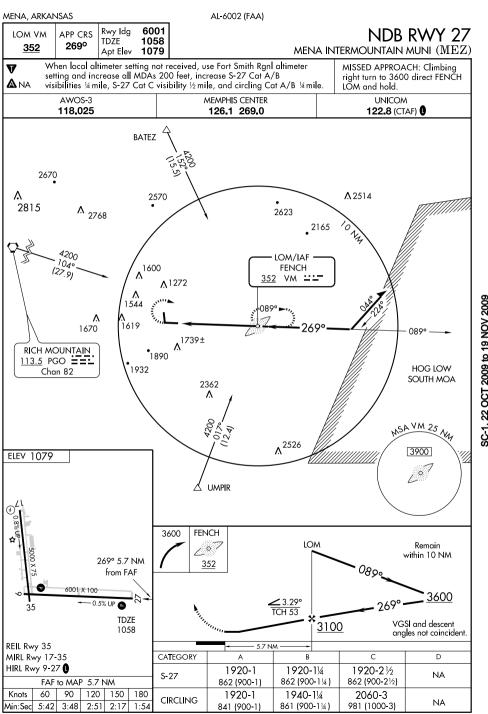


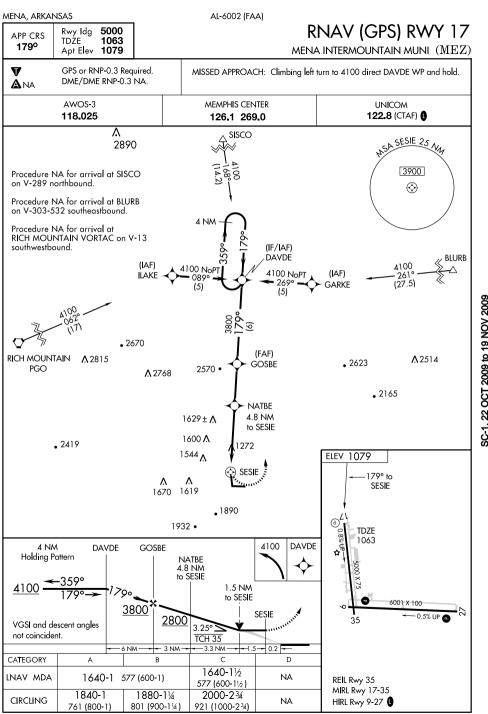


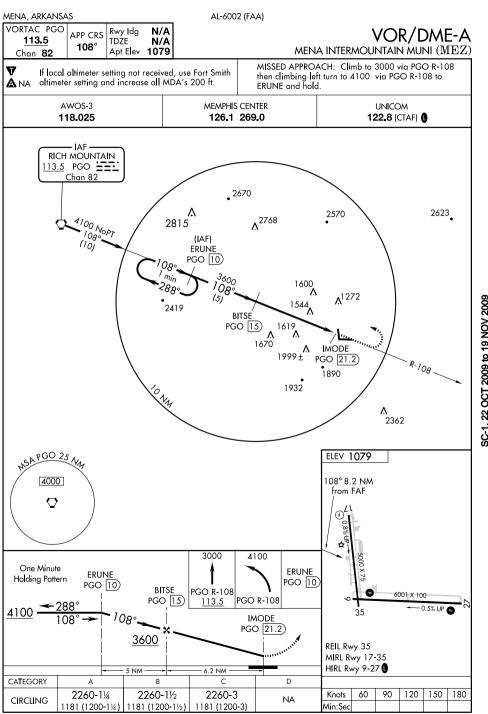


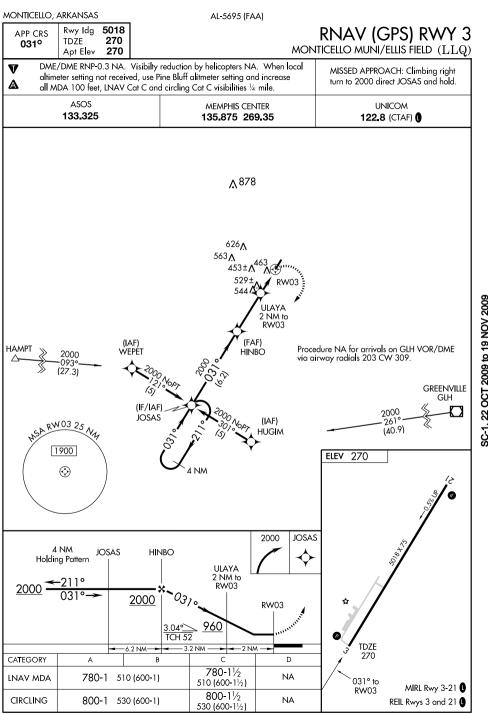


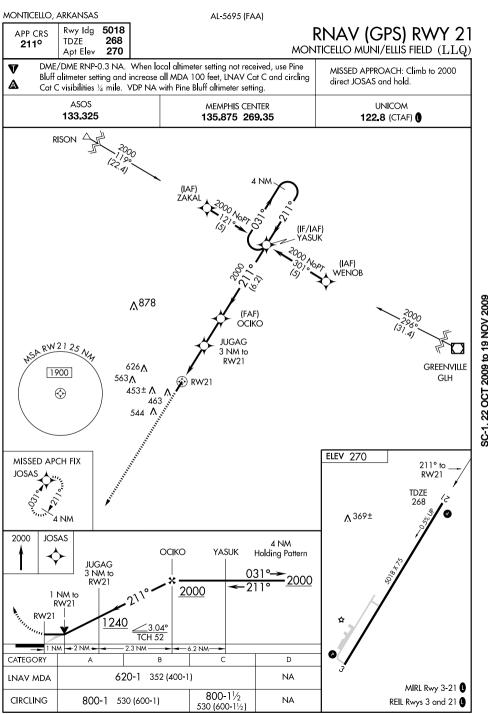


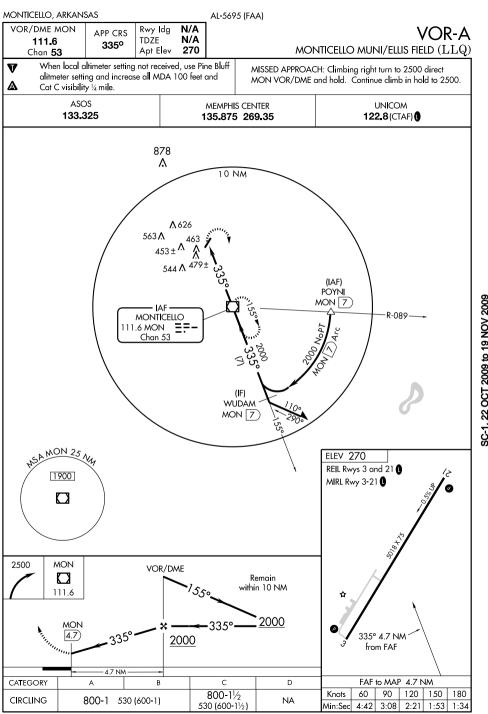


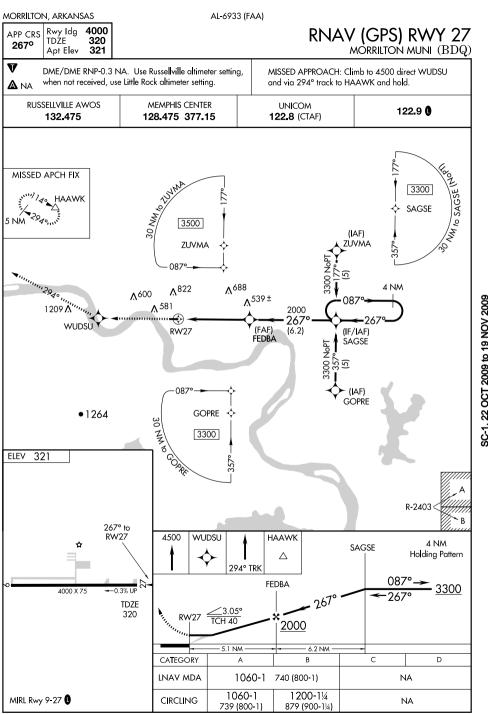


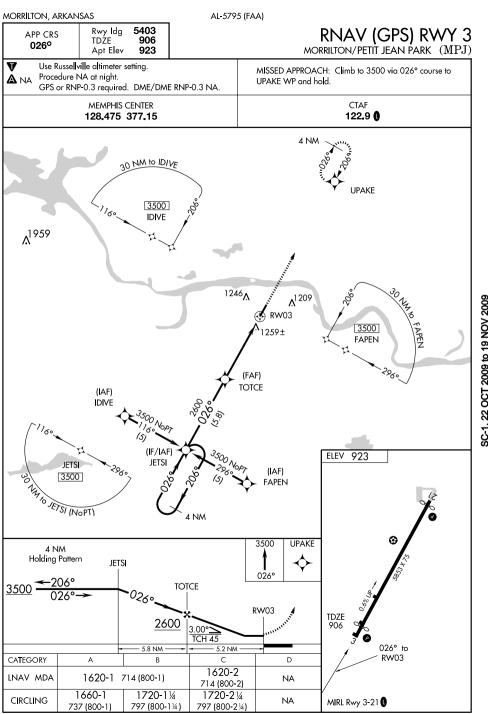


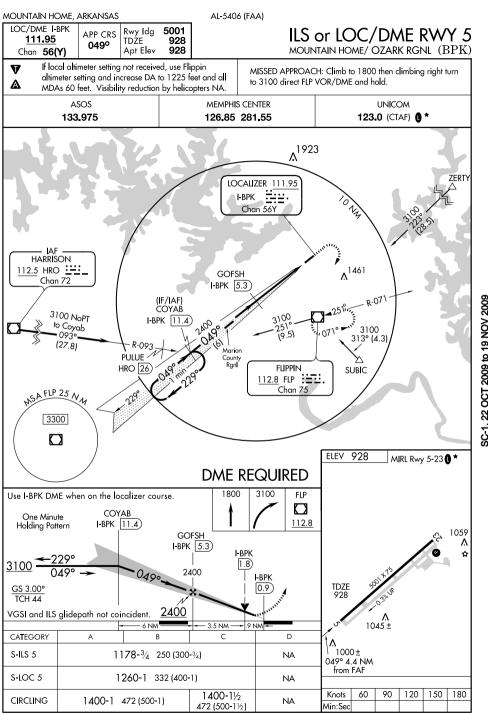


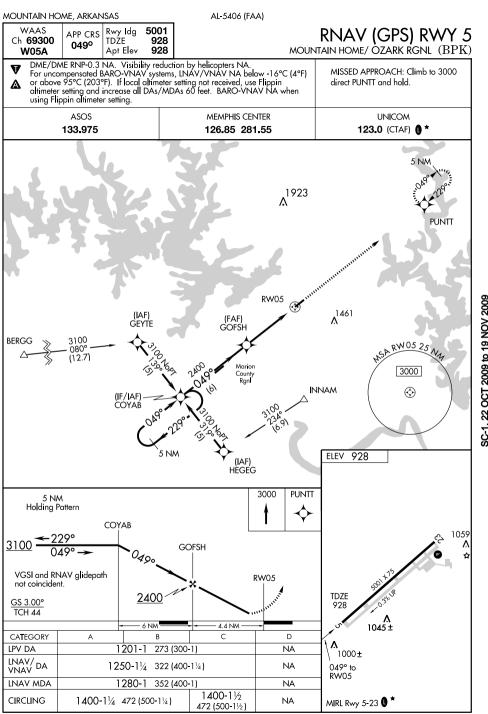


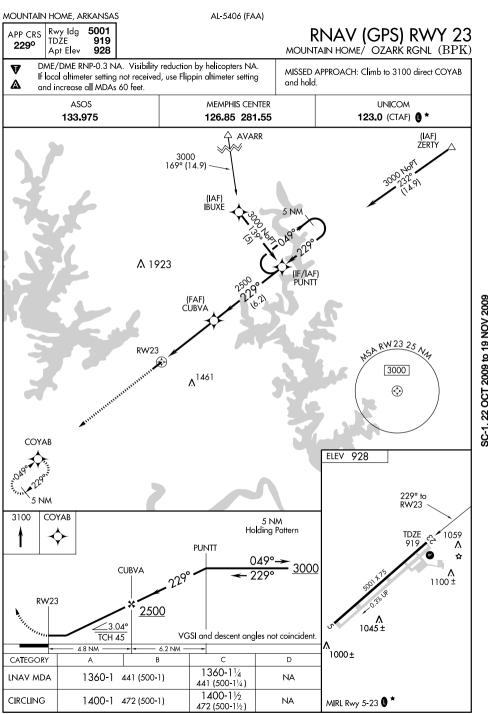


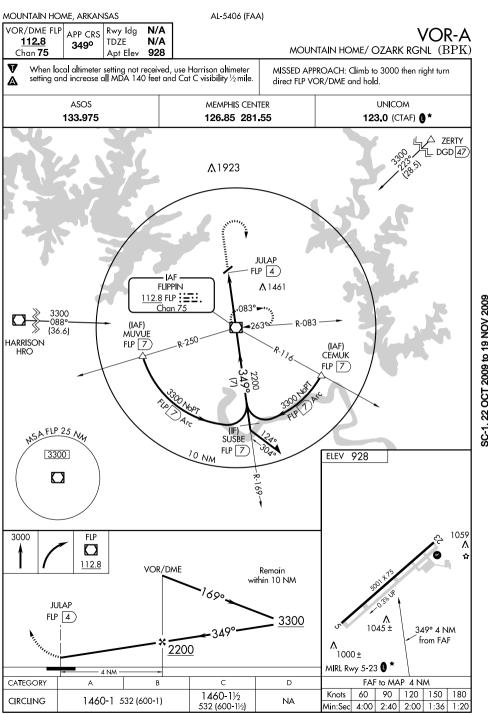


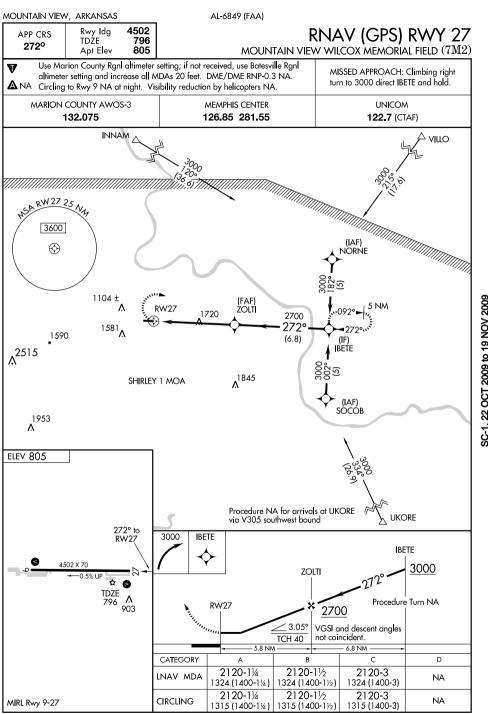


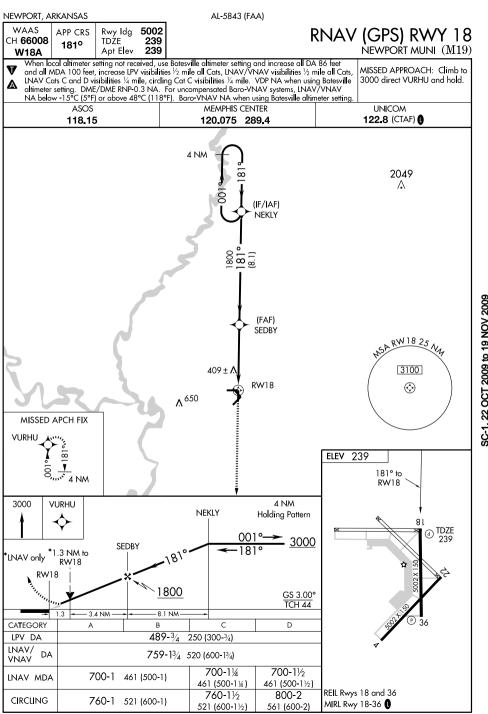


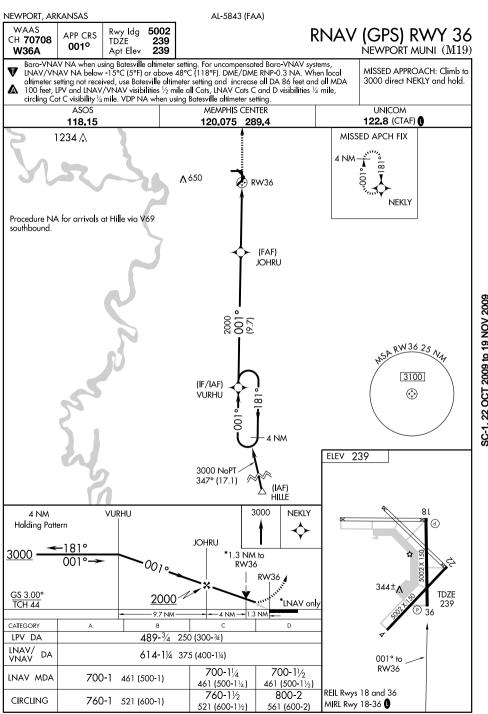


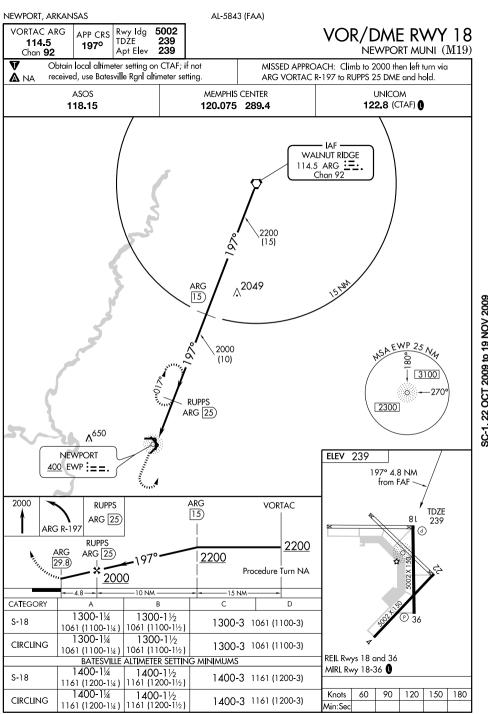


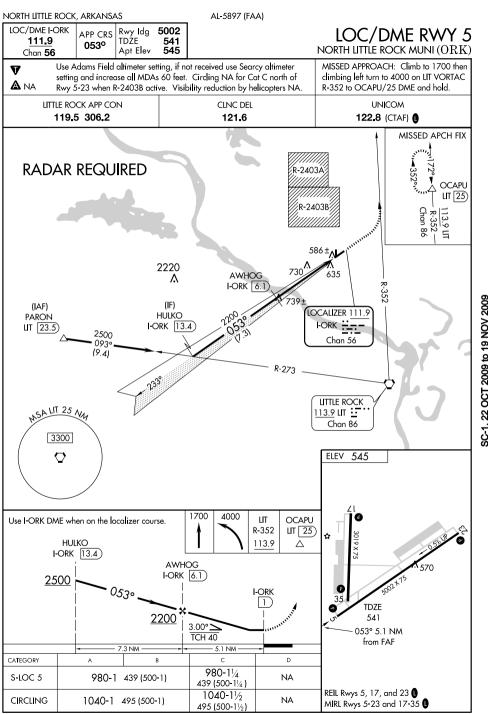


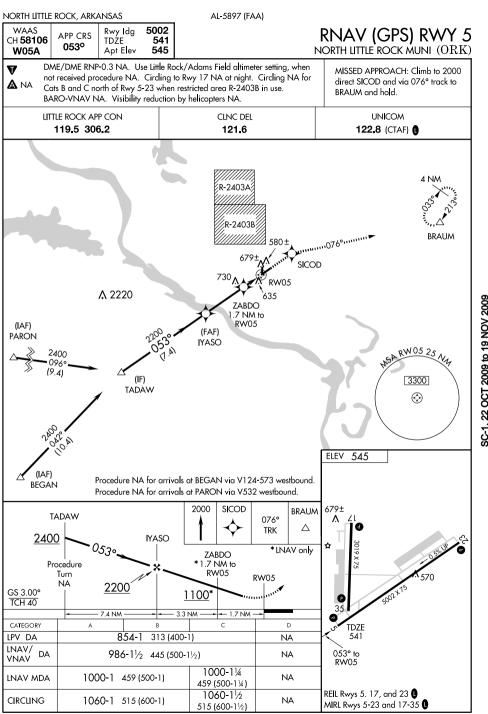


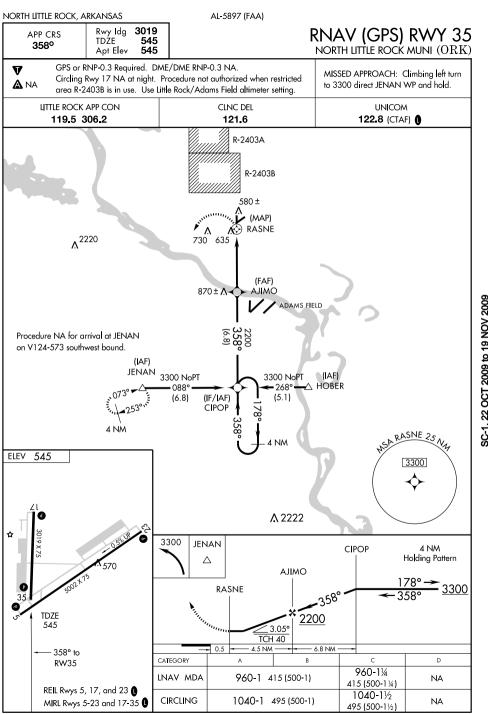


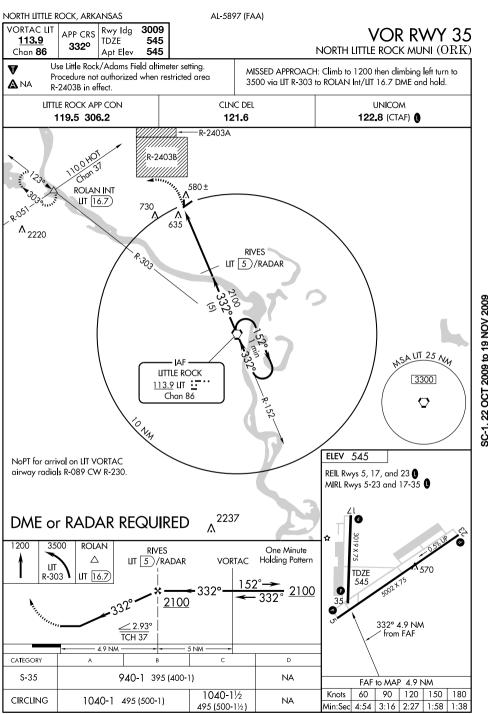


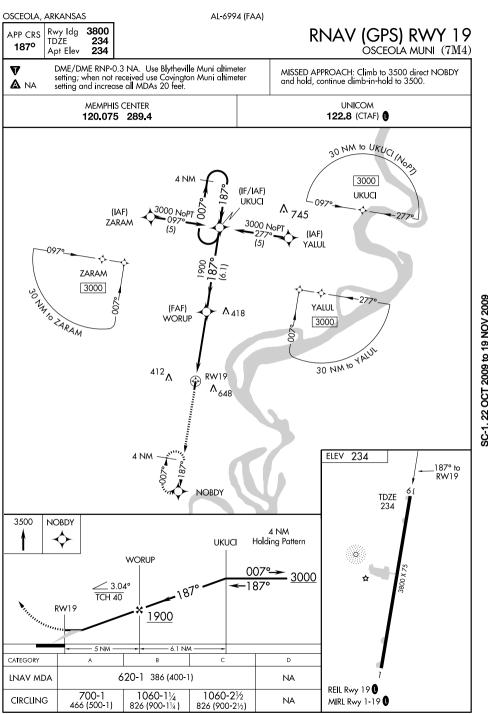


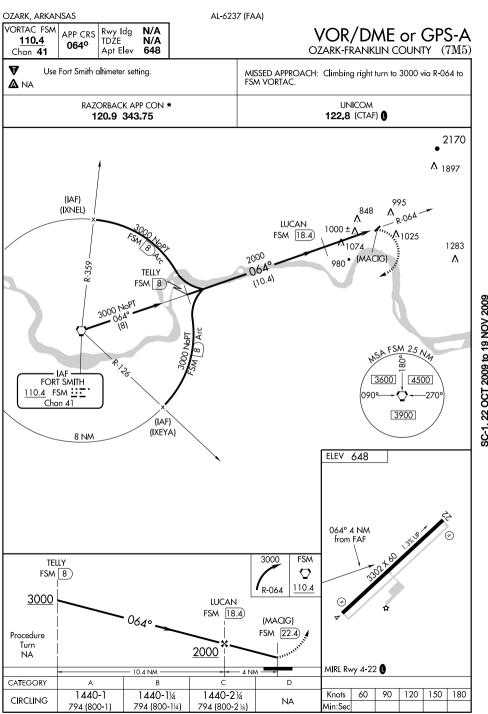


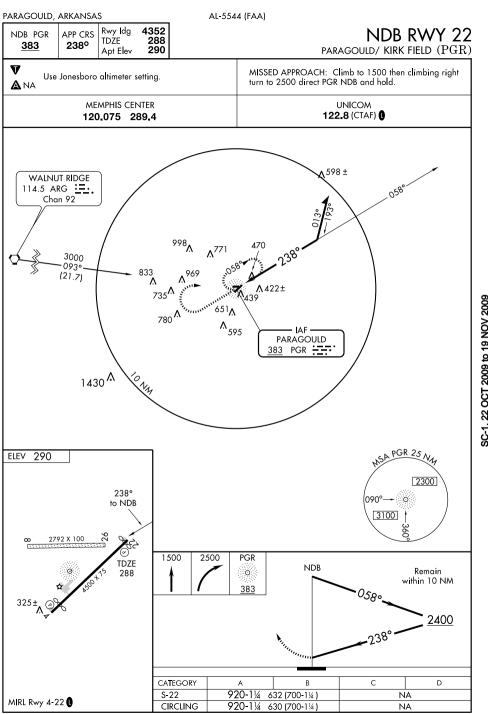


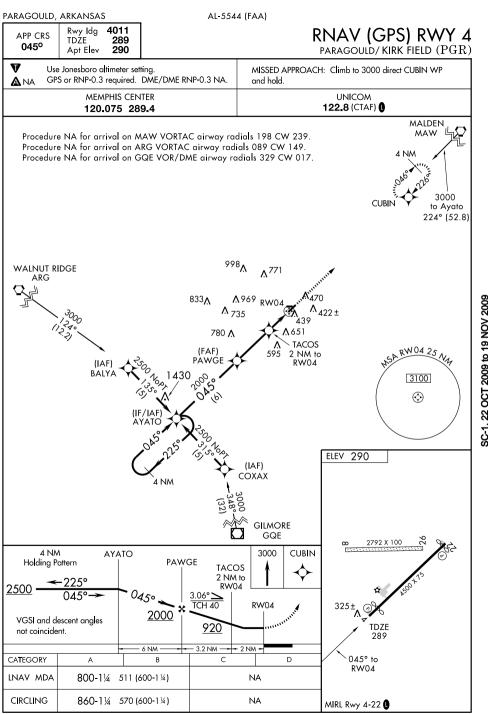


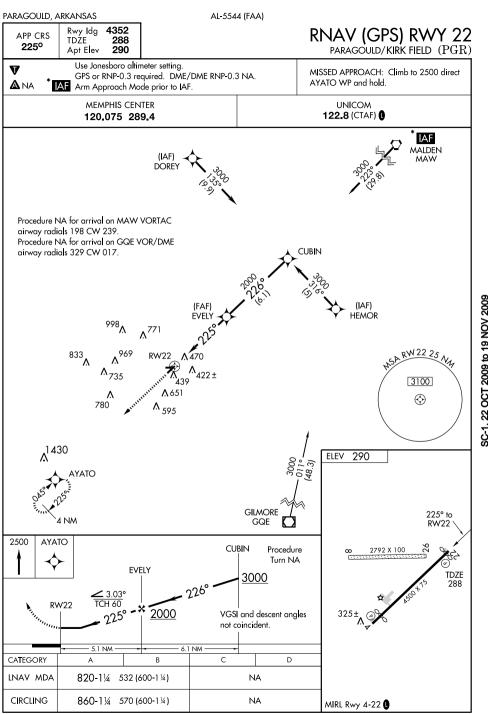


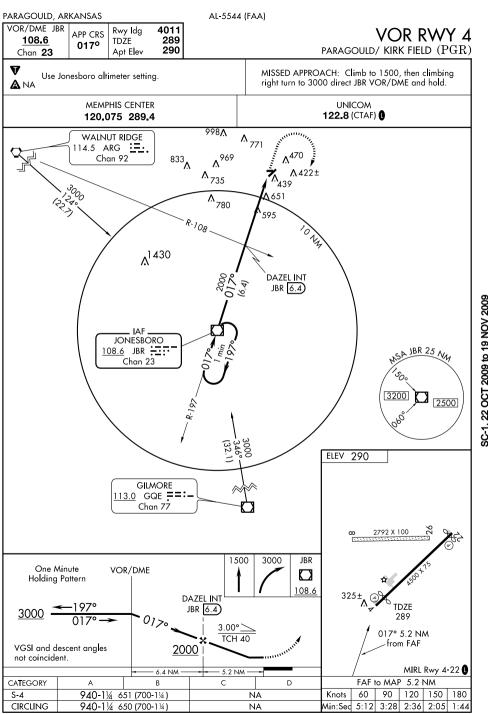


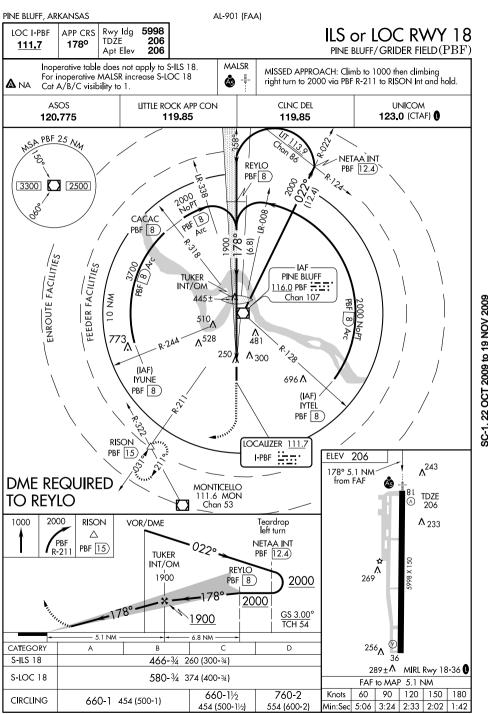


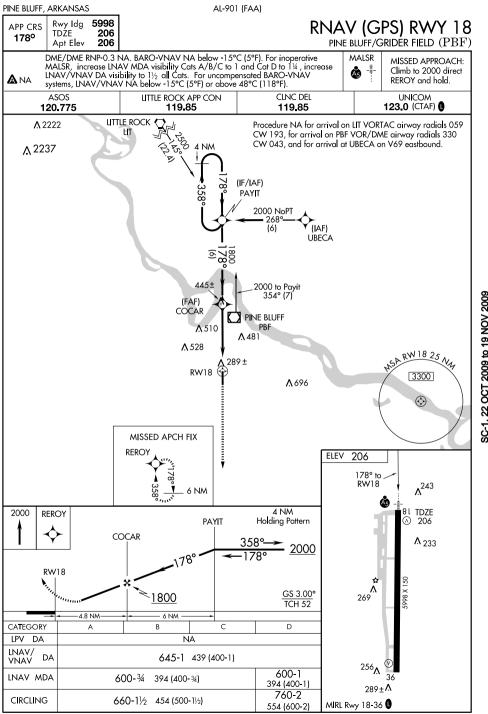


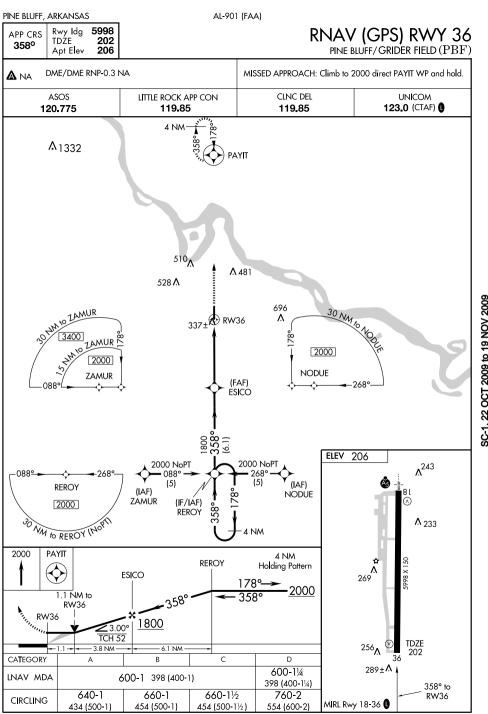


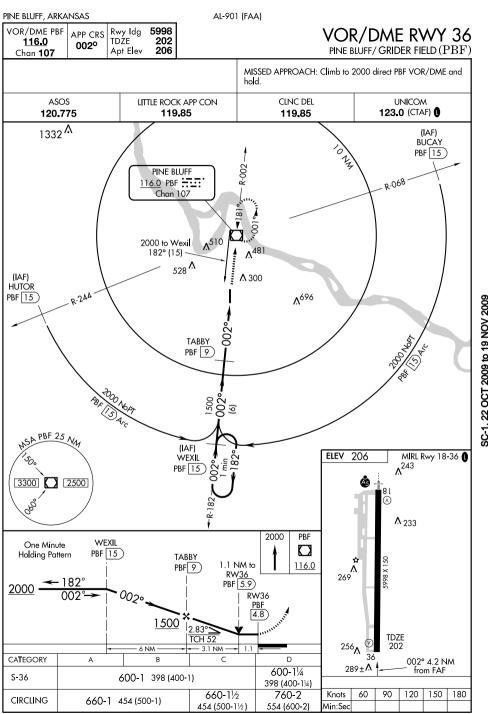


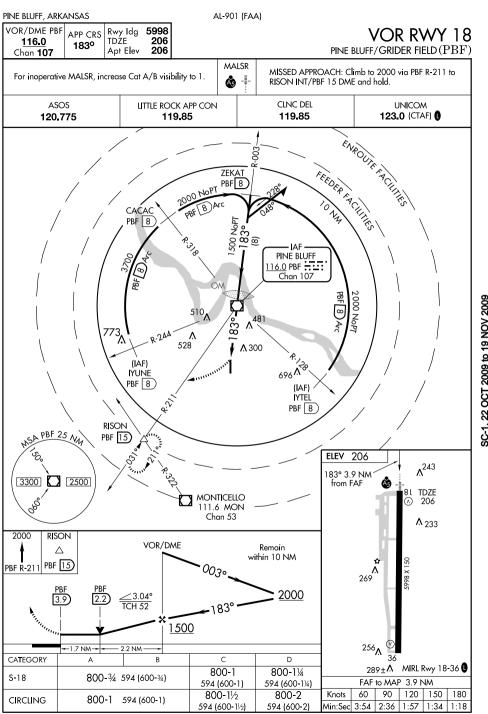


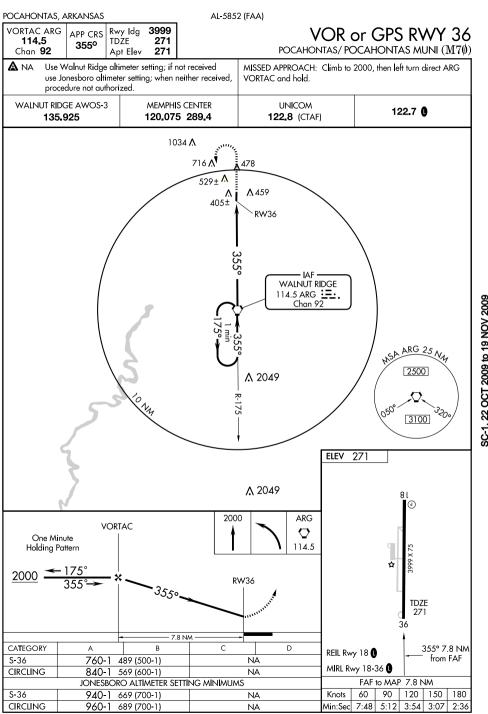


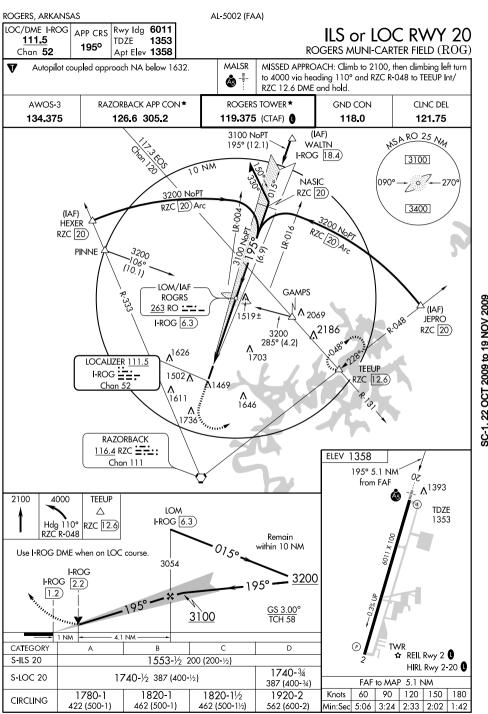


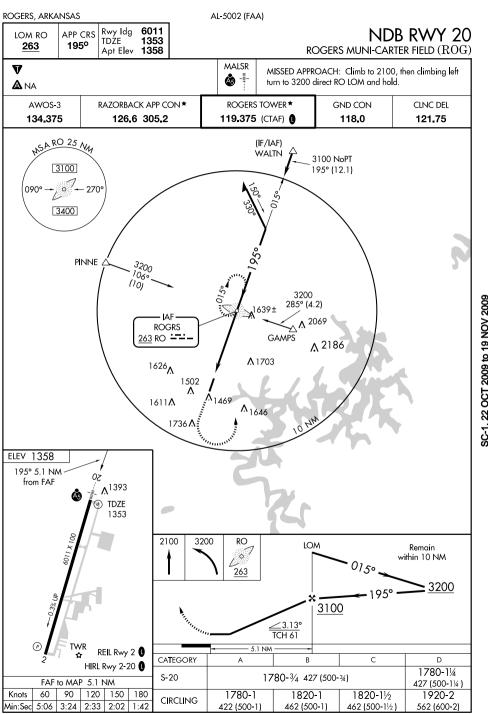


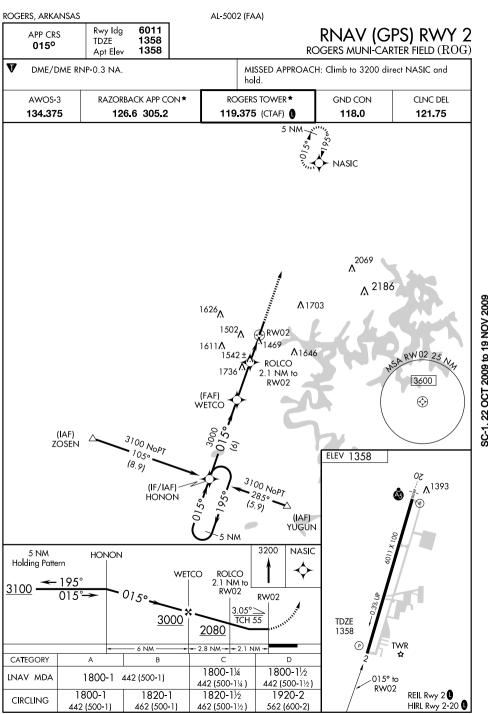












ROGERS, ARKA	NSAS			AL-5002 (F.	AA)			
WAAS CH 40003 W20A	1950 TI	wy Idg DZE .pt Elev	6011 1353 1358				PS) RWY 20 CARTER FIELD (ROG)	
For inoperative MALSR, increase LNAV Cat D to 1¼. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bentonville Muni altimeter setting and increase all DAs 22 feet and all MDAs 40 feet. BARO-VNAV and VDP NA when using Bentonville Muni altimeter setting.								
AWOS-3 134.375	RA	ZORBACK 126.6	APP CON*		S TOWER* 75 (CTAF) (GND CON 118.0	CLNC DEL 121.75	
	PINNE Z	3200	(IAF) FISUP	5 NN 3200 Nopr 5 1050 (FAF) JAPKO 1475 (V20 A 1459 ±	(IF/II) % (IF/II) % (IF/II) NAS 3200 283 (5.5) 1679± A20	AF) LITN 3200 NoPT 195° (5.2) AF) SIC NoPT CITGA Procedure NA for via V307 northwat CITGA via V63 2186	r arrivals at WALTN est-bound and arrivals 3-527 northeast-bound. RW20 25 May 3500 So to W20 02 And 1393	SC-1 22 OCT 2009 to 19 NOV 2009
*INAV only	1.1 NM to RW20	JA	PKO 19	NASIC 01	5 NM Holding Pattern 5 NM 3200 35° 3200		(a) TDZE 1353	
1.1	NM - 4.	2 NM	3100 	_	<u>GS 3.00</u> TCH 58	-		
CATEGORY	Α		B 1 (02 1/ 0	C C	D		H.	
LPV DA			1603-½ 2			$+$ $_{\sim}I$	E TAKE	
VNAV DA							7 ☆	
LNAV MDA		1740-	½ 387 (400-)	1740-1 387 (400-1)	`			
CIRCLING	1780-1 422 (500-1		1820-1 62 (500-1)	1820-1½ 462 (500-1½)	1920-2 562 (600-2)	REIL Rwy 2 0 HIRL Rwy 2-20	o 0	

(ROG1.RZC) 08213 ROGERS MUNI-CARTER FIELD (ROG) ROGERS ONE DEPARTURE SI-5002 (FAA) ROGERS, ARKANSAŚ CLNC DEL 121.75 **GND CON 118.0** AWOS-3 134 375 **SPRINGFIELD** 116.9 SGF **∺≒**: ROGERS TOWER ★ 119.375 (CTAF) Chan 116 N37°21.36′ - W93°20.04′ RAZORBACK DEP CON ★ 126.6 305.2 L-16, H-5 DOGWOOD BARTIFSVILLE NEOSHO 109.4 DGD **Ξ**∺• 117.9 BVO <u>--:--</u> 117.3 EOS === Chan 31 Chan 126 Chan 120 N37°01.41′ N36°50.06′ N36°50 55 W92°52.62' TULSA W96°01.10′ W94°26.14' 114.4 TUL ... L-16 L-15, H-6 L-16. H-6 Chan 91 N36°11.78′ W95°47.29′ L-15, H-6 HARRISON 12.5 HRO ROGRS 263 RO :---N36°19.10′ W93°12.80′ WILL ROGERS N36°27.67′ 114.1 IRW := · L-16 W94°04.17 Chan 88 RAZORBACK L-16 N35°21.52′ 116.4 RZC :-:: W97°36.55' L-15, H-6 N36°14 79′ W94°07.28′ OKMULGEE L-16, H-6 LITTLE ROCK 114.9 OKM = -Chan 96 113.9 LIT :: FORT SMITH N35°41.59′ Chan 86 110.4 FSM **∷**Ξ W95°51.96′ N34°40.66 Chan 41 W92°10.83′ L-15, H-6 N35°23.30′ L-18, H-6 W94°16 29' L-16. H-6 McALESTER 112.0 MLC ----HOT SPRINGS 110.0 HOT **=** □ N34°50.97′ Chan 37 W95°46.94' N34°28.72 L-17, H-6 W93°05.44' 1-17 Note: Chart not to scale V

22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed.

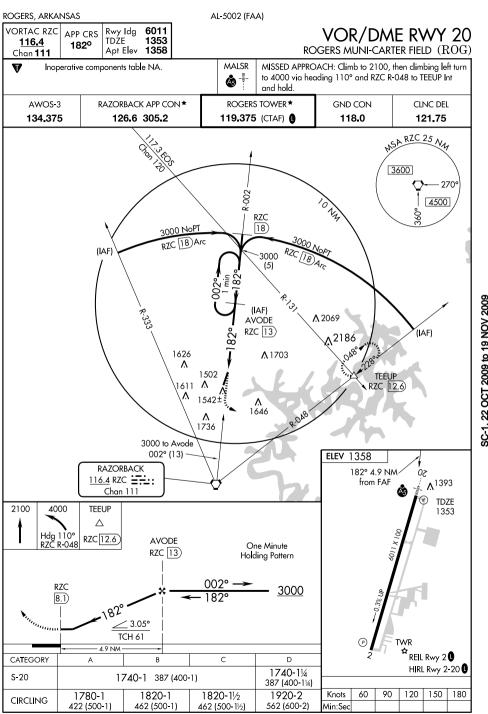
TAKE-OFF RUNWAY 2: Fly runway heading. Thence. . . .

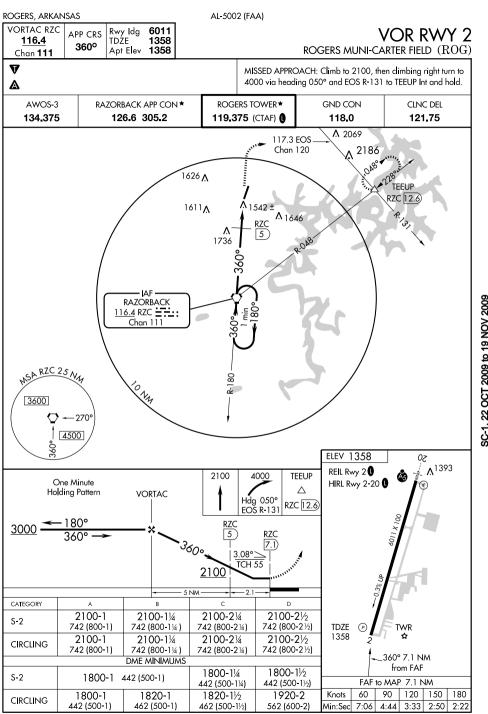
TAKE-OFF RUNWAY 20: Turn left heading 180°. Thence. .

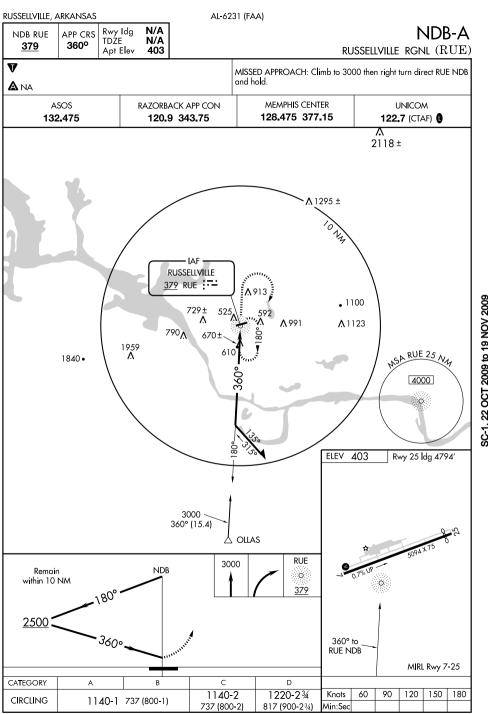
.... Expect radar vectors to filed/assigned route. Climb and maintain 3000 feet.

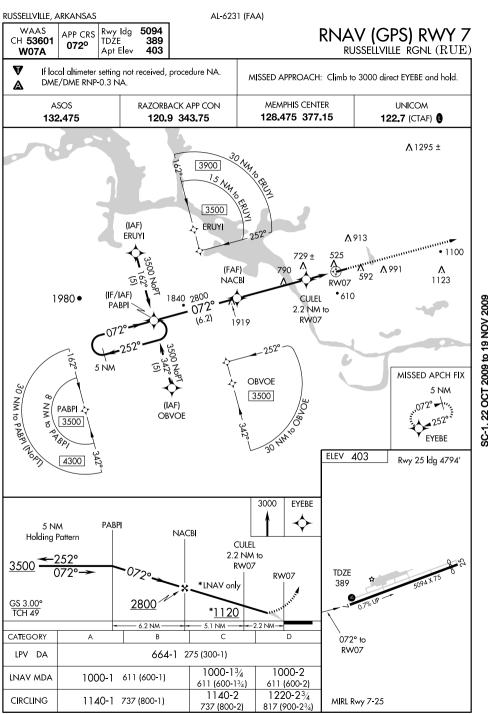
Expect clearance to filed altitude/flight level ten minutes after departure.

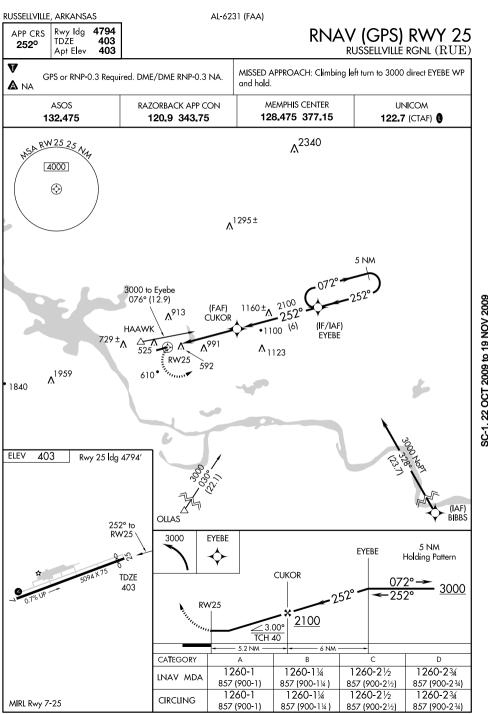
LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5000 feet and proceed direct RO LOM, then proceed on course.

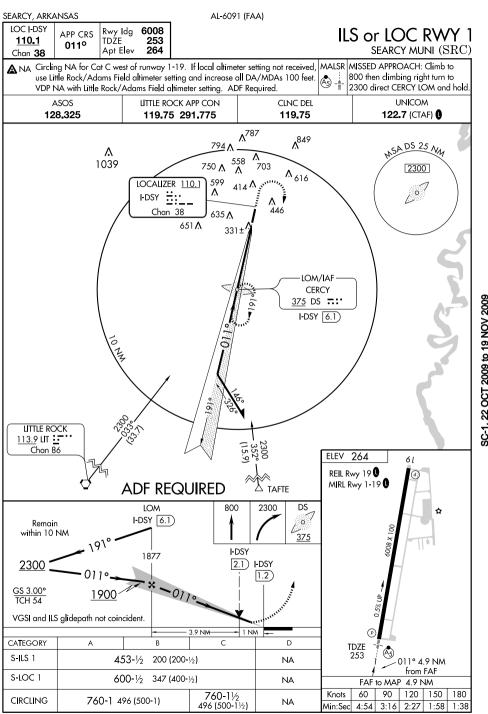


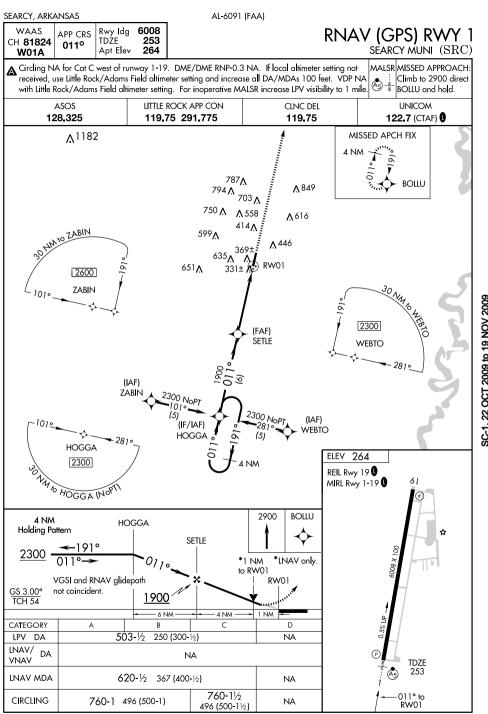


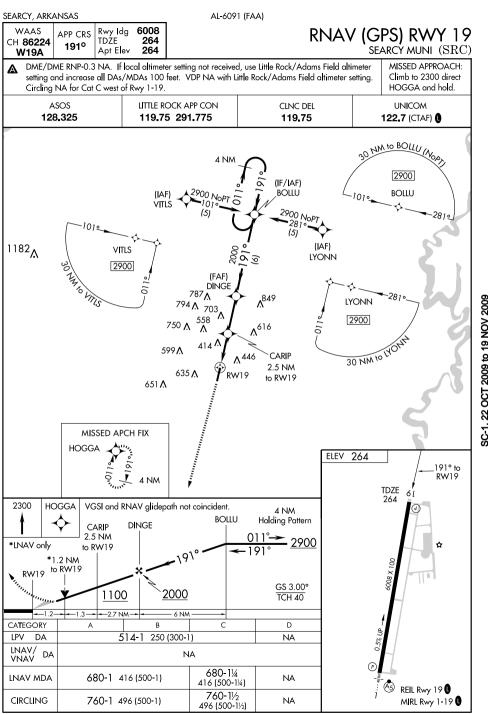


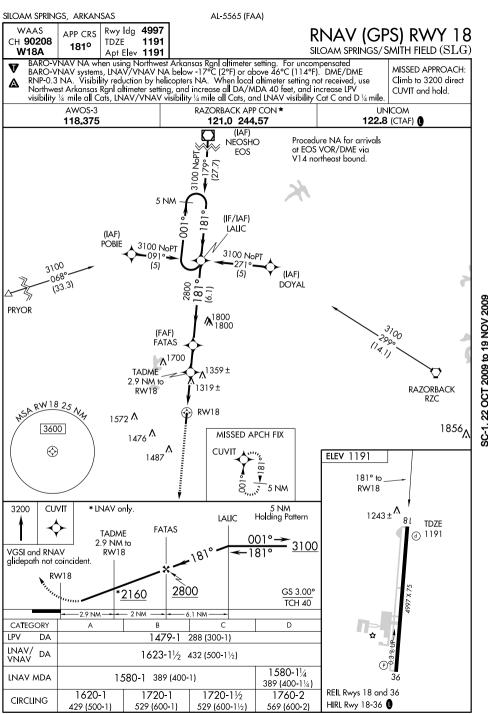


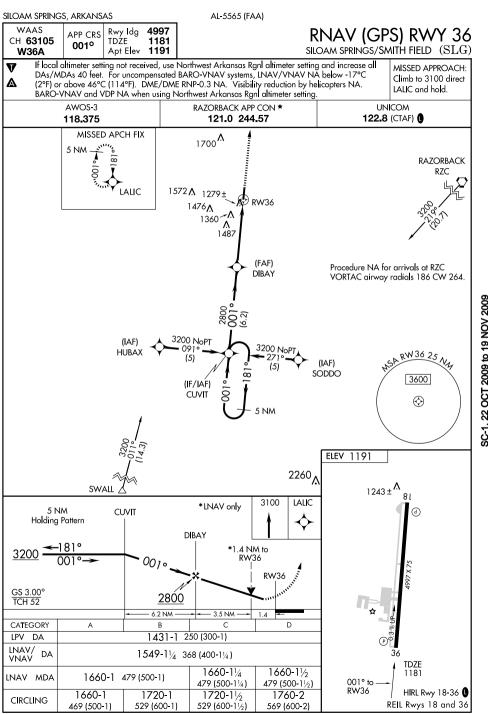


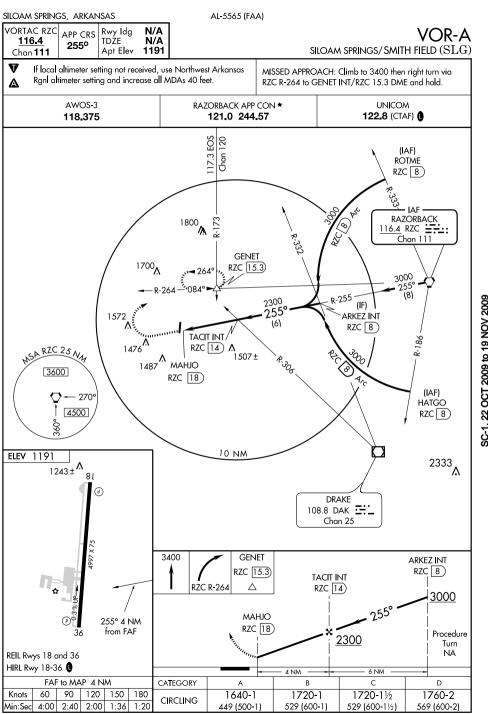


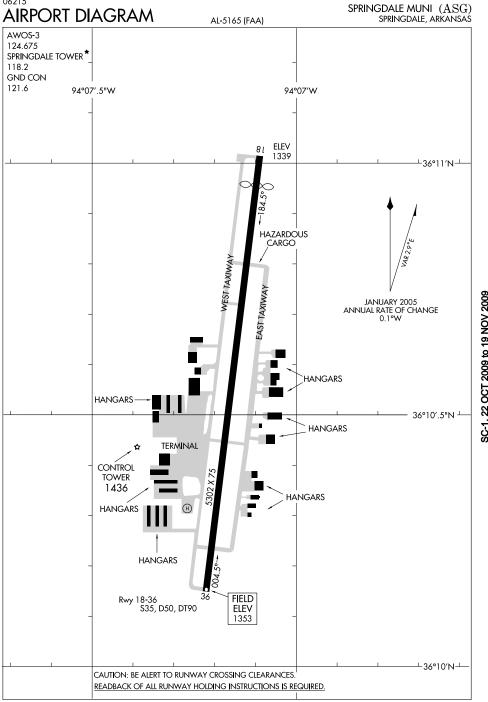


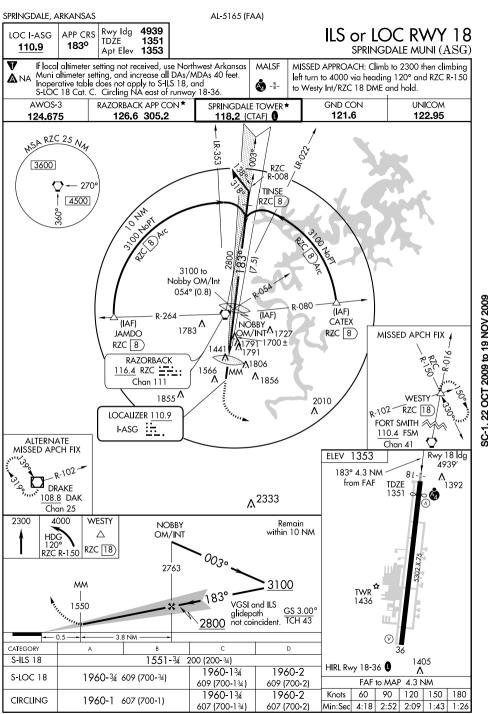


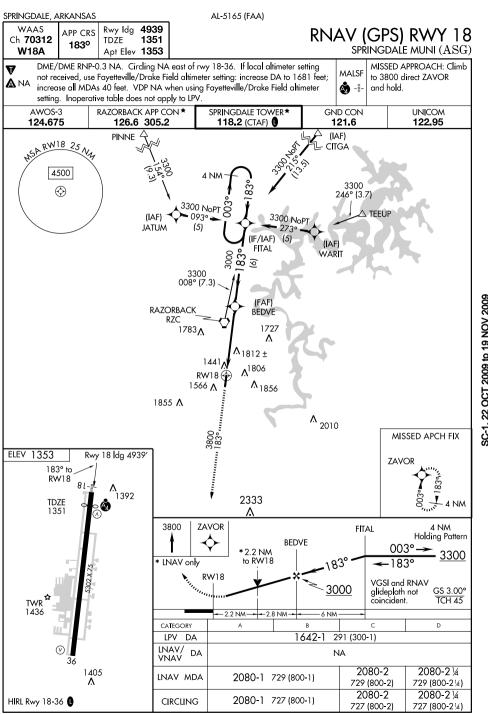


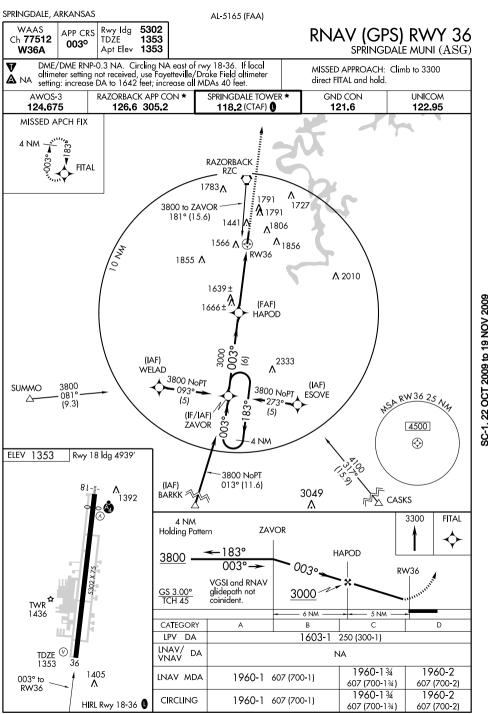












(ASG.ASG2) 07298 SPRINGDALE MUNI (ASG) SPRING TWO DEPARTURE SL-5165 (FAA) SPRINGDALE, ARKANSAS GND CON 121.6 SPRINGDALE TOWER * **SPRINGFIELD** 118.2 (CTAF) 116.9 SGF ∷=: AWOS-3 124.675 Chan 116 RAZORBACK DEP CON* DOGWOOD N37°21 36' 126.6 305.2 109.4 DGD **=**∷· W93°20.04′ UNICOM 122.95 **NEOSHO** Chan 31 **BARTLESVILLE** L-16, H-5 117.3 EOS : - -N37°01.41′ 117.9 BVO ... Chan 120 W92°52.62' Chan 126 N36°50 55' N36°50.06′ 1-16 W94°26.14' W96°01.10' L-16. H-6 L-15. H-6 TULSA 114.4 TUL :--. Chan 91 N36°11.78′ W95°47.29' RAZORBACK 116.4 RZC = ... L-15, H-6 Chan 111 N36°14 79' HARRISON W94°07.28′ 112.5 HRO :::: **OKMULGEF** L-16. H-6 114.9 OKM = --Chan 96 N36°19.10′ N35°41.59′ W93°12.80′ 1200. W95°51.96' 1-16 L-15, H-6 FORT SMITH 110.4 FSM ::-WILL ROGERS Chan 41 114.1 IRW := -N35°23.30′ Chan 88 W94°16.29' N35°21.52' W97°36.55' L-16, H-6 McALESTER 112.0 MLC ----L-15, H-6 LITTLE ROCK HOT SPRINGS Chan 57 113.9 LIT :: 110.0 HOT **==**-Chan 86 N34°50 97' Chan 37 W95°46.94' N34°40.66′ N34°28.72′

NOTE: RADAR Required. DEPARTURE ROUTE DESCRIPTION

L-17, H-6

Rwy 36: 400-2 or Standard with minimum climb of 260' per NM to 1900'.

TAKE-OFF MINIMUMS: Rwy 18: Standard.

TAKE-OFF RUNWAY 18: Climb runway heading to 1900 feet, then turn left heading 120°, thence...

W93°05.44′

L-17

TAKE-OFF RUNWAY 36: Fly runway heading, thence....

....Expect radar vectors to filed/assigned route. Climb and maintain 4000 feet. Expect clearance to filed altitude/flight level ten minutes after departure.

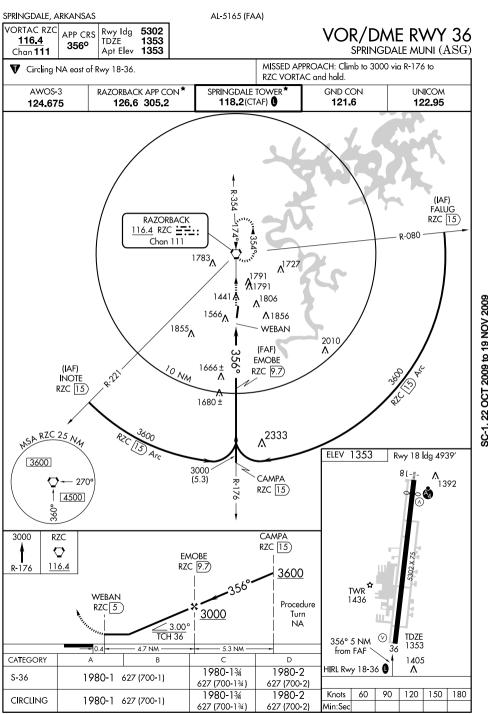
LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5000 feet and proceed direct RZC VORTAC, then proceed on course.

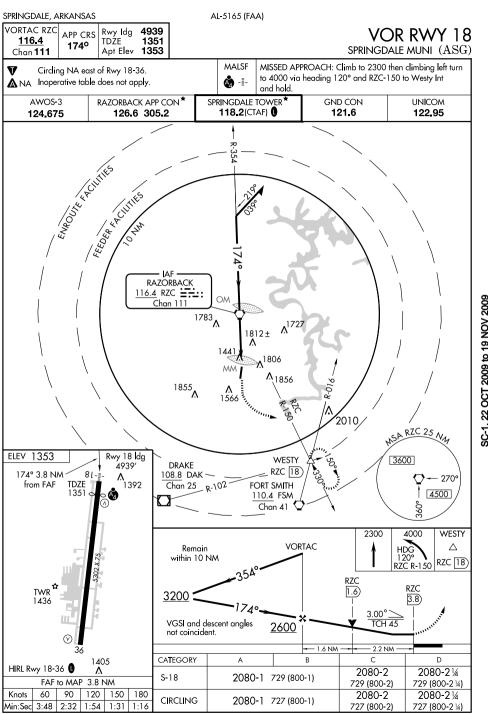
C-1, 22 OCT 2009 to 19 NOV 2009

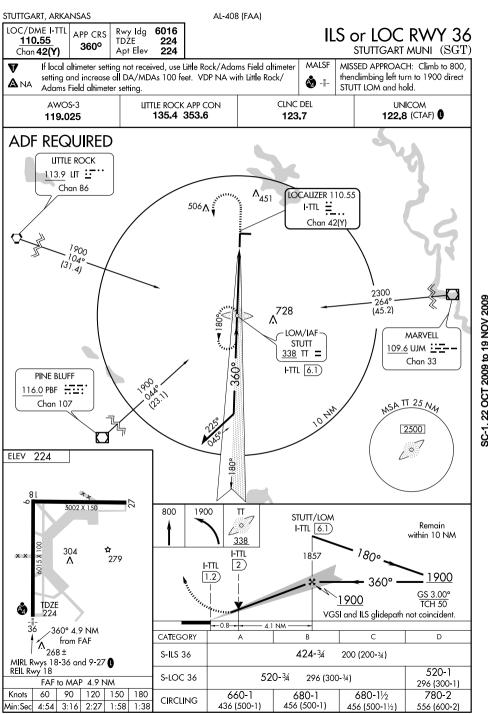
W92°10.83′

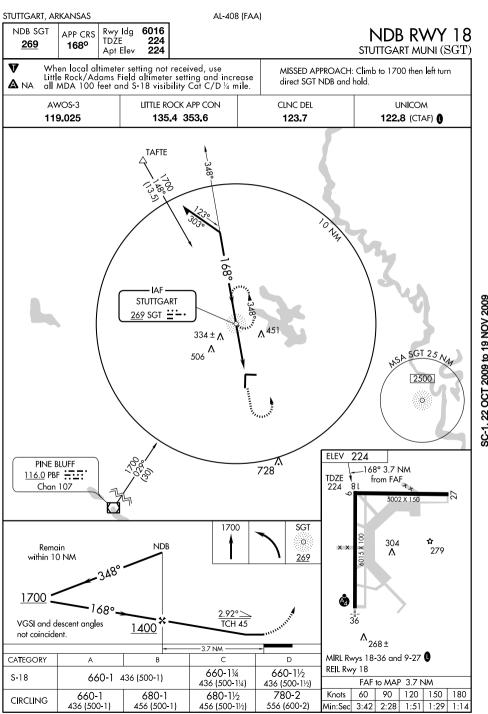
L-18, H-6

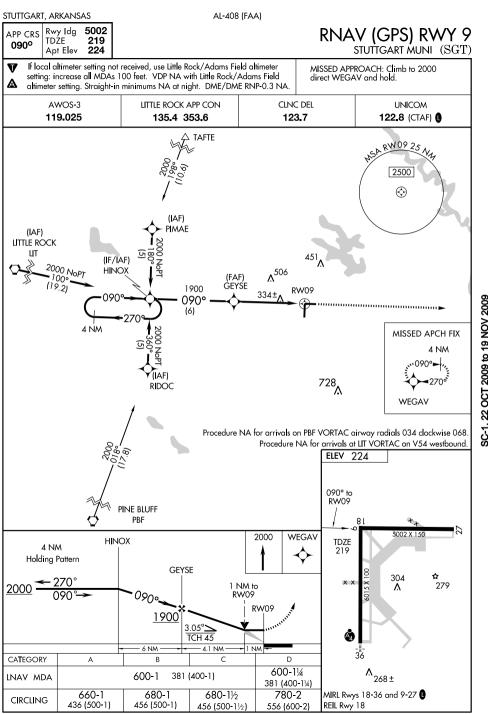
NOTE: Chart not to scale.

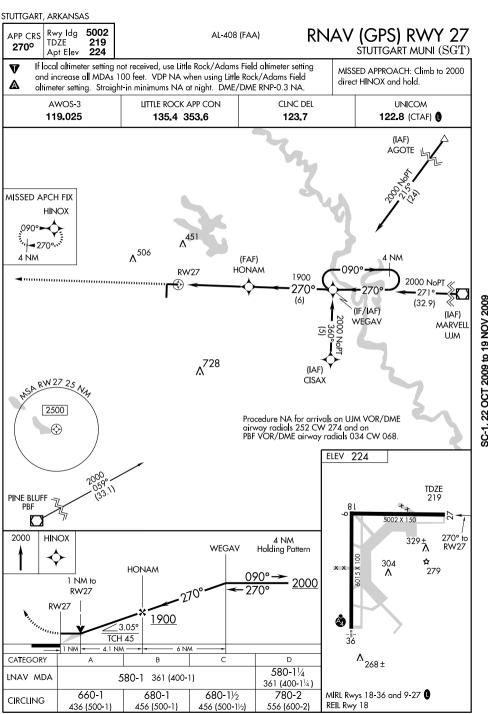


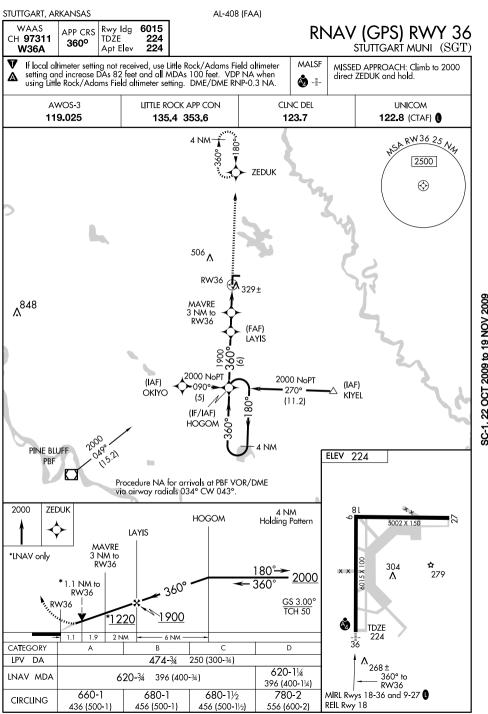


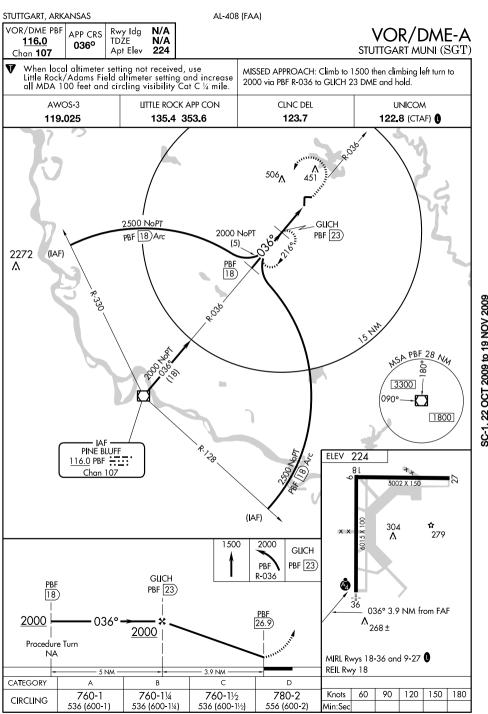


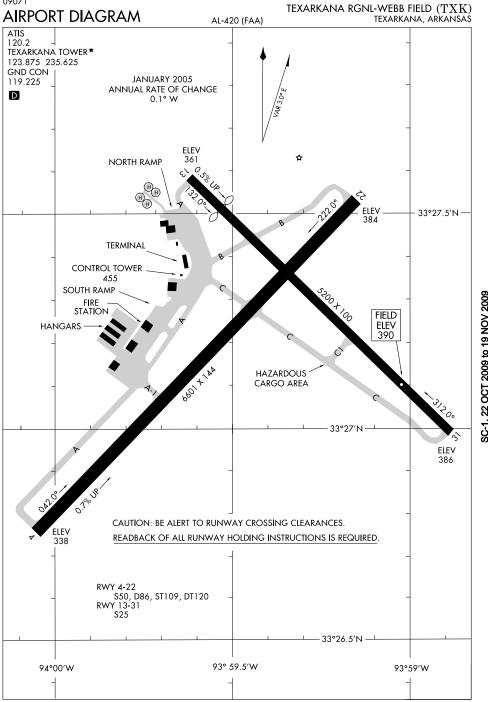


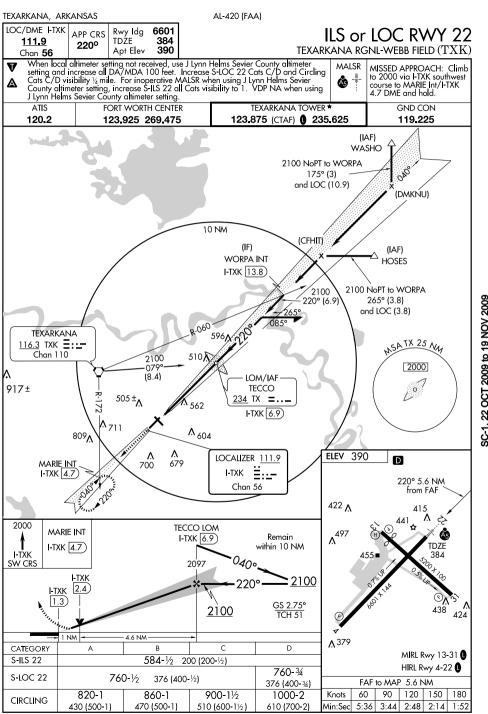


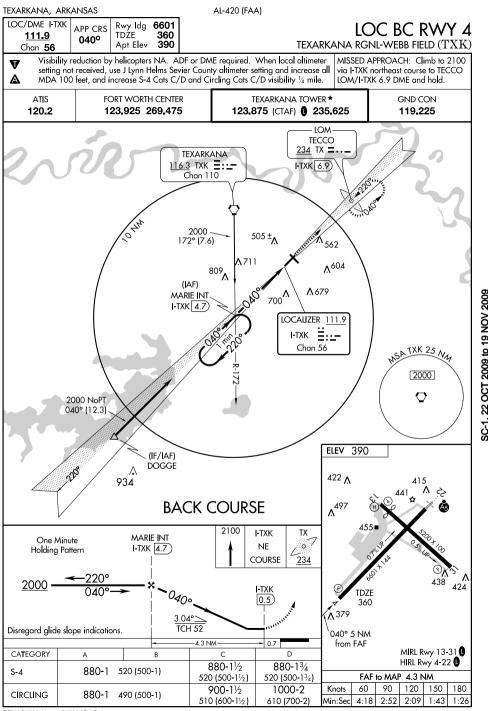












SC-1 22 OCT 2009 to 19 NOV 2009

SC-1 22 OCT 2009 to 19 NOV 2009

SC-1 22 OCT 2009 to 19 NOV 2009

